

NAVY TRAINING SYSTEM PLAN
FOR THE
C-9B/DC-9 LOGISTICS AIRCRAFT

N78-NTSP-A-50-0107/P

AUGUST 2001

C-9B/DC-9 LOGISTICS AIRCRAFT

EXECUTIVE SUMMARY

The C-9B/DC-9 Logistics Aircraft are derivatives of the commercial FAA-certified, former McDonnell Douglas DC-9 Aircraft. The aircraft is used in a logistics support role to provide for airlift capability of military personnel and cargo. Under the current plan, both Naval Reserve and Marine Corps units operate the C-9B/DC-9 throughout the world. Twenty-eight C-9B/DC-9 Aircraft are operating from eight separate locations throughout the United States. The Naval Air Reserve operates 26 of the aircraft, while the Marines Corps operates the other two. The C-40A Clipper Aircraft (a modified Boeing 737-700C) is being procured as the replacement for the C-9B/DC-9. (For additional information on the C-40A Clipper Aircraft refer to N78-NTSP-A-50-9901/P.) The C-9B/DC-9 Aircraft is in the Operations and Support Phase of the Defense Acquisition System.

Pilot/Co-Pilot and Crew Chief training is provided at Flight Safety Boeing Training International, St. Louis, Missouri, and contracted by Commander, Naval Air Reserve Force. Loadmaster training is provided through the Loadmaster course R-553-3000, located at Naval Air Station Joint Reserve Base Fort Worth, Texas. Flight Attendant training is gained through On-the-Job Training at each squadron with the American Airlines Emergency Egress Refresher Course being provided every year in Fort Worth. Maintenance training is provided via Air Force classroom schools located at the 375th Logistics Support Squadron, Scott Air Force Base, Illinois.

Assigned maintenance personnel perform organizational level maintenance with parts being supplied and repaired by civilian contractors. Intermediate and depot level maintenance is provided by civilian contractors. The C-9B/DC-9 Aircraft are on a 60-month Standard Depot Level Maintenance schedule with a Mid-Term Inspection occurring at 30 months. All repair parts are maintained and supplied by the On Site Store. Items needing repair are returned to the contractor having the responsibility for overhaul.

There are no changes to manpower requirements since the last Navy Training Plan (R-50-9402, June 1994). Navy manpower requirements for the C-9B/DC-9 are based on the Activity Manpower Document for a four plane C-9B/DC-9 squadron. Marine Corps manpower requirements are based on the current Table of Organization.

C-9B/DC-9 LOGISTICS AIRCRAFT

TABLE OF CONTENTS

| | Page |
|---|--------------|
| Executive Summary | i |
| List of Acronyms | iii |
| Preface | v |
| PART I - TECHNICAL PROGRAM DATA | |
| A. Nomenclature-Title-Program | I-1 |
| B. Security Classification | I-1 |
| C. Manpower, Personnel, and Training Principals..... | I-1 |
| D. System Description | I-2 |
| E. Developmental Test and Operational Test | I-2 |
| F. Aircraft and/or Equipment/System/Subsystem Replaced | I-2 |
| G. Description of New Development..... | I-2 |
| H. Concepts | I-4 |
| I. Onboard (In-Service) Training..... | I-20 |
| J. Logistics Support..... | I-22 |
| K. Schedules..... | I-22 |
| L. Government-Furnished Equipment and Contractor-Furnished Equipment Training Requirements | I-22 |
| M. Related NTSPs and Other Applicable Documents | I-23 |
| PART II - BILLET AND PERSONNEL REQUIREMENTS | II-1 |
| PART III - TRAINING REQUIREMENTS | III-1 |
| PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS..... | IV-1 |
| PART V - MPT MILESTONES | V-1 |
| PART VI - DECISION ITEMS/ACTION REQUIRED | VI-1 |
| PART VII - POINTS OF CONTACT | VII-1 |

C-9B/DC-9 LOGISTICS AIRCRAFT

LIST OF ACRONYMS

| | |
|-------------------|--|
| AD | Aviation Machinist's Mate |
| ADF | Automatic Direction Finder |
| AE | Aviation Electrician's Mate |
| AM | Aviation Structural Mechanic |
| AME | Aviation Structural Mechanic (Safety Equipment) |
| AMTCS | Aviation Maintenance Training Continuum System |
| AT | Aviation Electronics Technician |
| ATTR | Aircrew Training Requirements Review |
| CIN | Course Identification Number |
| CNO | Chief of Naval Operations |
| COMFLELOGSUPPWING | Commander, Fleet Logistics Support Wing |
| COMNAVAIRESFOR | Commander, Naval Air Reserve Force |
| CONUS | Continental United States |
| DIM | Drop-In Maintenance |
| FAA | Federal Aviation Administration |
| FSBTI | Flight Safety Boeing Training International |
| FY | Fiscal Year |
| IFF | Identification Friend or Foe |
| JRB | Joint Reserve Base |
| MATMEP | Maintenance Training Management and Evaluation Program |
| MCAS | Marine Corps Air Station |
| MCCDC | Marine Corps Combat Development Command |
| MOS | Military Occupational Specialty |
| MPT | Manpower, Personnel, and Training |
| MTI | Mid-Term Inspection |
| MTIP | Maintenance Training Improvement Program |
| MTRR | Maintenance Training Requirements Review |
| NA | Not Applicable |
| NAS | Naval Air Station |
| NATOPS | Naval Aviation Training and Operating Procedures Standardization |
| NAVAIR | Naval Air Systems Command |

C-9B/DC-9 LOGISTICS AIRCRAFT

LIST OF ACRONYMS

| | |
|----------|--|
| NEC | Navy Enlisted Classification |
| NTSP | Navy Training System Plan |
| OPNAV | Office of the Chief of Naval Operations |
| OSS | On Site Store |
| PMA | Program Manager, Air |
| PR | Aircrew Survival Equipmentman |
| RFT | Ready For Training |
| RJQR | Reserve Job Qualification Requirements |
| SDLM | Standard Depot Level Maintenance |
| SELRES | Selected Reservist |
| SINCGARS | Single Channel Ground and Airborne Radio System |
| SOES | Station Operation and Engineering Squadron |
| TAR | Training and Administration of Reserves |
| TCAS | Traffic Alert and Collision Avoidance System |
| TD | Training Device |
| TTE | Technical Training Equipment |
| UHF | Ultra High Frequency |
| VHF | Very High Frequency |
| VMR | Marine Transport Squadron |
| VOR/ILS | Very High Frequency Omni-Range/Instrument Landing System |
| VR | Fleet Logistics Support Squadron |

C-9B/DC-9 LOGISTICS AIRCRAFT

PREFACE

This Proposed Navy Training System Plan (NTSP) for the C-9B/DC-9 Logistics Aircraft updates the Draft C-9B/DC-9 Logistics Aircraft Navy Training Plan, N88-NTSP-A-50-0107/D, dated March 2001. This document has been developed in accordance with the guidelines set forth in the Navy Training Requirements Documentation Manual, Office of Naval Operations (OPNAV) Publication P-751-1-9-97.

Major changes to this NTSP include personnel and staffing changes, decision and action items, and a current point of contact listing. It incorporates changes, recommendations, and comments from Chief of Naval Operations (CNO) (N12); CNO (N795K); CNO (N789H); Commander, Fleet Logistics Support Wing (520); Commander, Naval Air Reserve Force (N721); and Commander, Naval Air Force, U.S. Pacific Fleet (N422F0). Specifically, the following changes are addressed:

- Changes resulting from the CNO staff code reorganization
- The Aviation Structural Mechanic (Structures and Hydraulics) rating merger has been fully incorporated throughout
- Course skill identifiers have been updated to correctly reflect current source ratings
- The Aviation Maintenance Training Continuum System paragraph has been updated to reflect current program status
- Updates to the Points of Contact

PART I - TECHNICAL PROGRAM DATA

A. NOMENCLATURE-TITLE-PROGRAM

1. **Nomenclature-Title-Acronym.** C-9B/DC-9 Logistics Aircraft
2. **Program Element.** Not Applicable (NA) for Naval Reserve

B. SECURITY CLASSIFICATION

1. **System Characteristics**..... Unclassified
2. **Capabilities** Unclassified
3. **Functions** Unclassified

C. MANPOWER, PERSONNEL, AND TRAINING PRINCIPALS

OPNAV Principal Official (OPO) Program Sponsor CNO (N780G)

OPO Resource Sponsor..... CNO (N780G)

Training Policy Manager..... CNO (N789H3)

Developing Agency..... NAVAIRSYSCOM (PMA207)

Training Agency CINCLANTFLT (N71)
 CINCPACFLT (N70)
 CNET (ETE322)
 COMNAVRESFOR (N7)

Training Support Agency NAVAIRSYSCOM (PMA205)
 COMFLELOGSUPPWING

Manpower and Personnel Mission Sponsor CNO (N12)
 NAVPERSCOM (PERS-4, PERS-404)

Director of Naval Training..... CNO (N795)

Head, Aviation Manpower and Training..... CNO (N789)

Commander, Reserve Program Manager..... COMNAVAIRESFOR (N36)

D. SYSTEM DESCRIPTION

1. Operational Uses. The 28 Navy and Marine Corps C-9B/DC-9 Aircraft provide a responsive logistics support capability to meet airlift requirements for base-to-base cargo and passenger transportation. As a secondary mission, the CNO has authorized use of the C-9B/DC-9 as pathfinder aircraft.

The aircraft are scheduled by United States Transportation Command (USTRANSCOM) via Joint Operational Support Airlift Center (JOSAC) for in Continental United States (CONUS) Operational Support Airlift (OSA) requirements and by the Naval Air Logistics Office (NAVAIRLOGOFF) for out of CONUS airlift requirements. These activities operate under the authority of the Commander in Chief Atlantic Fleet (CINCLANTFLT), Commander in Chief Pacific Fleet (CINCPACFLT), and the Chief of Naval Reserve Forces (CNRF). These aircraft are operated by seven Naval Air Reserve Fleet Logistics Support Squadrons (VR).

Marine Corps aircraft are home-based at Marine Corps Air Station (MCAS) Cherry Point, North Carolina, and are operated by Marine Transport Squadron One (VMR) -1 under the scheduling authority of Headquarters Marine Corps (HQMC).

2. Foreign Military Sales. No foreign military sales are anticipated for the C-9B/DC-9 Aircraft at this time.

E. DEVELOPMENTAL TEST AND OPERATIONAL TEST. All developmental and operational tests have been completed.

F. AIRCRAFT AND/OR EQUIPMENT/SYSTEM/SUBSYSTEM REPLACED. The C-9B/DC-9 Avionics Upgrade Phase I has been incorporated. The following components have been replaced:

- Very High-Frequency Omni-Range/Instrument Landing System (VOR/ILS) Receivers
- Distance Measuring Equipment (DME) Transceivers
- Very High-Frequency (VHF) Voice/Data Transceivers
- Ultra High-Frequency (UHF) Transceiver

The C-9B/DC-9 will be replaced by the C-40A Clipper Aircraft.

G. DESCRIPTION OF NEW DEVELOPMENT

1. Functional Description. The C-9B/DC-9 Aircraft is a Federal Aviation Administration (FAA) type-certified DC-9-30 series, fixed-wing, medium-range, multi-engine, jet aircraft designed for the transportation of personnel and cargo. The aircraft was manufactured

by the former McDonnell Douglas corporation and has a T-tail and pressurized cabin, and is powered by two Pratt and Whitney JT8D-9A Turbo-Fan Engines, each rated at 14,500 pounds thrust. The aircraft has a range in excess of 2,000 miles at a ceiling of 37,000 feet. Speed is 565 miles per hour (mach 0.86 at 25,000 feet). This aircraft was first introduced into the Navy inventory in August 1968. The Flight Crew consists of a Pilot, Co-Pilot, Crew Chief, one Loadmaster and/or one or two Flight Attendants depending upon the mission and on the passenger-cargo configuration. The cabin will accommodate 90 passengers and is easily convertible to accommodate 65 passengers with two pallets (6,300 pounds) of cargo, or 45 passengers with three pallets (10,000 pounds) of cargo, or no passengers and six pallets (20,000 pounds) of cargo.

2. Physical Description

| | |
|--------------------------------------|-------------------|
| Maximum Ramp Gross Weight | 111,000 pounds |
| Maximum Takeoff Gross Weight | 110,000 pounds |
| Maximum Landing Gross Weight | 99,000 pounds |
| Maximum Zero Fuel Gross Weight | 92,000 pounds |
| Maximum Fuel | 40,000 pounds |
| Wing Span..... | 93 feet 3 inches |
| Length | 119 feet 3 inches |
| Height | 27 feet 5 inches |
| Horizontal Tail Width | 36 feet 10 inches |
| Main Landing Gear Span | 16 feet 5 inches |

3. New Development Introduction. The following paragraphs are related to the C-9B Avionics Upgrade I Flight Deck.

a. Flight Management Systems. Dual Universal Avionics Flight Management Systems (DUAFMS) are installed. Each Flight Management System has its own Global Positioning System (GPS) Receiver. Either Pilot can select the on-side Flight Management System as a navigation source, and either Flight Management System can be coupled to the Autopilot. The Litton Omega Navigation System has been removed. The Delco Inertial Navigation Sensor is retained, but cannot be selected as a navigation source and cannot be coupled to the Autopilot.

b. Short-Range Navigation System. Dual AlliedSignal digital VOR/ILS Receivers have replaced the previous receivers. The new radios provide similar capability and greater reliability. New control heads, located in the aft pedestal, display active and pre-selected frequencies.

Dual AlliedSignal digital Distance Measuring Equipment Transceivers have replaced the previous transceivers. The new radios provide similar capability with greater reliability and can be controlled by the on-side Flight Management System to meet European Required Navigation Performance requirements. Flight Crew operation has not changed. The interface with the Flight Management System is invisible to the Flight Crew.

The Number 2 Automatic Direction Finder (ADF) Receiver has been removed, and ADF 2 bearing pointers are parked in the three o'clock position.

c. Communication Systems. Dual AlliedSignal RTA-44D VHF Voice/Data Transceivers have replaced the previous VHF transceivers. These new radios provide a path for data communication and have channel spacing that complies with Frequency Modulation (FM) immunity requirements. New control heads located in the aft pedestal display active and pre-select frequencies.

A Collins AN/ARC-210 UHF/VHF Multi-Band Voice/Data Transceiver has replaced the previous UHF transceiver. This new radio provides a path for data communication and also has the correct channel spacing in the VHF bands. It supports HaveQuick and has limited Single Channel Ground and Airborne Radio System (SINCGARS) capability with provisions for full SINCGARS capability.

An AlliedSignal CAS-81 Traffic Alert and Collision Avoidance System (TCAS) II system has been installed, along with a Mode-S transponder. The Flight Crew must select either TCAS/Mode-S or Identification Friend or Foe (IFF) via a switch in the overhead panel (Mode-S transponder and IFF transponder cannot be used at the same time). Traffic information and collision avoidance guidance are displayed on two new vertical speed indicators with Active Matrix Liquid Crystal Displays. A new panel in the overhead controls TCAS and Aircraft Traffic Controller (ATC) Transponders. Audible TCAS instructions are heard through a new combination Ground Proximity Warning System/TCAS (GPWS/TCAS) windshear speaker in the overhead.

4. Significant Interfaces. NA

5. New Features, Configurations, or Material. NA

H. CONCEPTS

1. Operational Concept. The Naval Air Reserve Force VR squadrons located at various Naval Air Stations (NAS) and Joint Reserve Bases (JRB) operate the C-9B/DC-9 Aircraft. VMR-1 currently operates two of the C-9B/DC-9 Aircraft.

The Flight Crew consists of a Pilot, Co-Pilot, Crew Chief, one Loadmaster and one or two Flight Attendants depending upon the mission and on the passenger-cargo configuration. The table below identifies the Aircrewman position titles and skill identifiers.

| POSITION TITLE | NEC/MOS | SKILL IDENTIFIER |
|---------------------------|----------------|---|
| C-9B/DC-9 Crew Chief | 8250 | Aviation Mechanist's Mate (AD), Aviation Electrician's Mate (AE), Aviation Structural Mechanic (AM), Aviation Structural Mechanic (Safety Equipment) (AME), and Aviation Electronics Technician (AT) Paygrades E-5 through E-9 |
| Loadmaster | 8278 | AD, AE, AM, AME, and AT Paygrades E-4 through E-9 |
| Flight Attendant | 8289 | AD, AE, AK, AM, AME, AT, AZ, and MS Paygrades E-3 through E-7 |
| USMC Flight Engineer | 6242 | KC-130 Flight Engineer (See note below) Paygrades E-1 through E-7 |
| USMC Loadmaster | 7382 | KC-130 Loadmaster (See note below) Paygrades E-1 through E-7 |
| USMC Flight Attendant | 9916 | KC-130 Flight Attendant (See note below) Paygrades E-1 through E-7 |

Note: Marine Corps Flight Crewmembers are drawn from the supporting MCAS and have KC-130 Aircrew Military Occupational Specialties (MOS).

2. Maintenance Concept

a. Organizational. Organizational level maintenance is performed in accordance with Naval Air Systems Command (NAVAIR) C-9B/DC-9 Maintenance Manuals (NAVAIR 01-C9B series), the NAVAIR Standard Depot Level Maintenance (SDLM)/Mid-Term Inspection (MTI) Specification, OPNAVINST 4790.2 (series), and applicable manufacturers' specifications. These publications provide a complete listing of maintenance requirements as well as additional recommendations of the manufacturers.

(1) Preventive Maintenance. Preventive maintenance is conducted at specified intervals per established procedures as designated by a set of Maintenance Requirement Cards. Preventive maintenance actions include periodic aircraft washing; phased, special, aircraft corrosion, and conditional inspections; lubrication and servicing of aircraft; and daily, preflight, postflight, and turnaround inspections.

(2) Corrective Maintenance. Corrective maintenance is work performed on aircraft, aircraft equipment, and support equipment to improve, change, or restore the capability to perform specific missions or functions. Corrective maintenance includes, but is not limited to, modification, repair, and unscheduled inspection, replacement, or test. C-9/DC-9 Aircraft corrective maintenance procedures encompass aircraft repair and replacement of faulty Weapon Replaceable Assemblies.

b. Intermediate. Intermediate level maintenance consists of maintenance that is beyond the capability of the squadron and is performed by FAA approved commercial contractors in support of using organizations. It normally consists of calibration, off-equipment repair or replacement, repair or replacement of damaged or unserviceable parts, components, or assemblies, the manufacture of certain non-available parts, and providing technical assistance to using organizations. The supporting Aircraft Intermediate Maintenance Department (AIMD) at the host station provides Non-Destructive Inspection (NDI) and other support as required.

c. Depot. Contractor personnel perform SDLM as prescribed in the NAVAIR C-9B/DC-9 SDLM requirements. SDLM provides for a comprehensive inspection of selected aircraft structures, flight systems and materials, critical defect correction, preventive maintenance, modification, and specified technical directive incorporation to ensure reliability and operational availability of the aircraft for the established operating service period as defined in OPNAVINST 3110.11 (series).

d. Interim Maintenance. There are several specific forms of interim maintenance that are or could be performed on the C-9B/DC-9 Aircraft. These inspections and maintenance actions are performed by depot level contractors and are listed below:

- One Pratt and Whitney factory technical representative provides engine and Auxiliary Power Unit (APU) technical and troubleshooting assistance.
- Field Team Assistance is airframe or engine depot level contractor support for maintenance beyond the organizational level capability. This assistance is performed at the aircraft location and all applicable NAVAIR maintenance manuals apply.
- Drop-In Maintenance (DIM) is also contractor support for maintenance beyond the capability of the organizational level. DIM is normally depot level maintenance such as modernization, modification, conversion, in-service repairs, or other major maintenance actions. DIM is performed at the airframe depot level contractor's facility.

e. Life Cycle Maintenance Plan. The OPNAVINST 3110.11 (series) requires depot level maintenance processing at intervals of 60 months for SDLM and 30 months, which is currently defined as MTI.

3. Manning Concept. There have been no changes to manpower requirements. Navy manpower requirements for the C-9B/DC-9 are based on the Activity Manpower Document (AMD) for a four plane C-9B/DC-9 squadron. Marine Corps manpower requirements are based on the current Table of Organization (T/O 8344). Part II contains a detailed breakdown of Navy and Marine Corps billet requirements.

a. Estimated Maintenance Man-Hours per Flight Hour (MMH/FH). Currently the Direct Maintenance Man-Hour per Flight Hour (DMMH/FH) for the C-9B and DC-9 is 5.4 and 5.8, respectively.

b. Proposed Utilization. Each aircraft has an expected average monthly utilization of 200 flight hours.

c. Recommended Qualitative and Quantitative Manpower Requirements

(1) Aircrew. Each Naval Reserve Squadron has an average of 12 Training and Administration of Reserves (TAR) Naval Aviators and 40 TAR Naval enlisted Aircrew personnel. The average number of Selected Reservist (SELRES) Pilots is 37 and enlisted Aircrew is 56. VMR-1 has five Aviators assigned. The supporting MCAS provides other Aircrew personnel as necessary.

(2) Maintenance. Each Naval Reserve Squadron has an average of 55 TAR enlisted maintenance personnel. Average number of SELRES maintenance personnel is 86. The supporting MCAS, as necessary, provides Marine Corps maintenance personnel.

(3) Other. Each Naval Reserve Squadron has an average of seven TAR and 19 SELRES personnel providing administrative, mess, and medical services to the supporting Naval Air Station, Naval Air Facility, or Naval Reserve Base.

4. Training Concept. Aircrew training and refresher courses are provided by Flight Safety Boeing Training International (FSBTI) located at Lambert Field, St. Louis, Missouri, with the exception of Loadmaster and Flight Attendant. Loadmaster training is conducted at Commander, Fleet Logistics Support Wing (COMFLELOGSUPPWING), NAS JRB, Fort Worth, Texas. Flight Attendant refresher instruction takes place at American Airlines Training and Conference Center, Fort Worth, Texas. The 375th Logistics Support Squadron located at Scott Air Force Base, Illinois, provides ground maintenance training for the C-9B/DC-9. The C-9B/DC-9 (NEC 8310) is now course mandatory. Changes to NAVPERS 18068F have been submitted (refer to CNARF MSG 051200Z APR 01). A training effectiveness evaluation (TEE) will be conducted six months after the first use of the new courses or after the second session of courses, whichever occurs later per OPNAVINST 1500.76.

The established training concept for most aviation maintenance training divides “A” School courses into two or more segments called *Core* and *Strand*. Many organizational level “C” School courses are also divided into separate *Initial* and *Career* training courses. “A” School *Core* courses include general knowledge and skills training for the particular rating, while

“A” School *Strand* courses focus on the more specialized training requirements for that rating and a specific aircraft or equipment, based on the student’s fleet activity destination. *Strand* training immediately follows *Core* training and is part of the “A” School.

a. Initial Training. All initial training has been completed.

b. Follow-on Training

Note 1: Course Identification Numbers (CIN) for commercial courses shown throughout this document are for tracking purposes only. Commercially taught classes at FSBTI in St. Louis and American Airlines in Fort Worth do not have CINs assigned. Aircrew Training Requirements Review (ATTR) Action Items address the need for CINs to be developed. When this information is available, it will be included in updates to this NTSP.

Note 2: Marine Corps MOSs listed are KC-130 Aircrew positions. A new C-9B/DC-9 specific secondary MOS 6243 has been developed for Marine Corps personnel; however, this MOS is not currently listed in the Table of Organization for VMR-1. When this change has been effected, it will be included in updates to this NTSP.

| | |
|-------------------------------|---|
| Title | C-9B Initial Simulation Training (Pilot/Co-Pilot) |
| CIN | C-C9-XX05 |
| Model Manager... | Coordinated through COMFLELOGSUPPWING for Navy; VMR-1 for Marine Corps |
| Description..... | <p>This course provides classroom, simulator, and flight instruction training to the first tour C-9B/DC-9 replacement Pilot or Co-Pilot including:</p> <ul style="list-style-type: none"> ° Flight Training ° Crew Tactics and Safety ° Communications and Navigation ° Naval Aviation Training and Operating Procedures Standardization (NATOPS) <p>Upon completion, the student will be able to perform as a C-9B/DC-9 Pilot or Co-Pilot in a squadron environment.</p> |
| Location | FSBTI, St. Louis |
| Length..... | 12 days |
| RFT date | Currently available |
| Skill identifier | <ul style="list-style-type: none"> ° NOBC 1311 Pilot/Co-Pilot ° MOS 7551 Pilot/Co-Pilot |
| TTE/TD | <ul style="list-style-type: none"> ° DC-9-30 Level B Simulator (199) ° DC-9-30 Level C Simulator (121) |

| | |
|------------------------|--|
| Prerequisite | Designated Navy or Marine Corps Pilot |
| Title | C-9B Refresher Simulation Training (Pilot/Co-Pilot) |
| CIN | C-C9-XX10 |
| Model Manager... | Coordinated through COMFLELOGSUPPWING for Navy; VMR-1 for Marine Corps |
| Description..... | <p>This refresher course provides classroom, simulator, and flight instruction training to the C-9B/DC-9 Pilot or Co-Pilot including:</p> <ul style="list-style-type: none"> ° Flight Training ° Crew Tactics and Safety ° Communications and Navigation ° Emergency Procedures ° NATOPS <p>Upon completion, the student will be able to perform as a C-9B/DC-9 Pilot or Co-Pilot in a squadron environment</p> |
| Location | FSBTI, St. Louis |
| Length..... | 4 days |
| RFT date | Currently available |
| Skill identifier | <ul style="list-style-type: none"> ° NOBC 1311 Pilot/Co-Pilot ° MOS 7551 Pilot/Co-Pilot |
| TTE/TD | <ul style="list-style-type: none"> ° DC-9-30 Level B Simulator (199) ° DC-9-30 Level C Simulator (121) |
| Prerequisite | Designated Navy or Marine Corps C-9B/DC-9 Pilot |

| | |
|------------------------|---|
| Title | Fixed Wing Loadmaster |
| CIN | R-553-3000 |
| Model Manager... | Coordinated through COMFLELOGSUPPWING for Navy; VMR-1 for Marine Corps |
| Description..... | <p>This course provides the student with the basic principles of weight and balance, including:</p> <ul style="list-style-type: none"> ° Basic Aircraft Configuration ° Cargo Loading Systems ° Loading and Unloading Cargo ° Hazardous Cargo Training for Other Than Certifying Officials <p>Note: This course is not aircraft specific.</p> <p>Upon completion the student will have a basic knowledge of the skills required to safely perform the Loadmaster duties aboard the C-9B/DC-9 Aircraft.</p> |
| Location | Commander, Fleet Logistics Support Wing, NAS JRB Fort Worth |
| Length..... | 12 days |
| RFT date | Currently available |
| Skill identifier | <ul style="list-style-type: none"> ° NEC 8278 ° MOS 7382 |
| TTE/TD | None |
| Prerequisite | <ul style="list-style-type: none"> ° Q-050-1500 Naval Aircrewman Candidate School. ° Marine personnel must have MOS 7381 (Loadmaster Trainee) |

| | |
|-------------------------------|--|
| Title | C-9B Initial Simulation Training (Crew Chief) |
| CIN | C-C9-XX06 |
| Model Manager... | Coordinated through COMFLELOGSUPPWING for Navy; VMR-1 for Marine Corps |
| Description..... | <p>This course provides classroom, simulator, and flight instruction training to the first tour C-9B/DC-9 Crew Chief including:</p> <ul style="list-style-type: none"> ° Flight Training ° Crew Tactics and Safety ° Communications and Navigation ° NATOPS <p>Upon completion, the student will be able to perform as a C-9B/DC-9 Crew Chief in a squadron environment.</p> |
| Location | FSBTI, St. Louis |
| Length..... | 12 days |
| RFT date | Currently available |
| Skill identifier | <ul style="list-style-type: none"> ° NEC 8250 Crew Chief ° MOS 6242 Crew Chief (KC-130 Flight Engineer) |
| TTE/TD | <ul style="list-style-type: none"> ° DC-9-30 Level B Simulator (199) ° DC-9-30 Level C Simulator (121) |
| Prerequisite | <ul style="list-style-type: none"> ° AD, AM, AE, AME, AT ° Q-050-1500 Naval Aircrewman Candidate School |

| | |
|-------------------------------|--|
| Title | C-9B Refresher Simulation Training (Crew Chief/Flight Engineer) |
| CIN | C-C9-XX11 |
| Model Manager... | Coordinated through COMFLELOGSUPPWING for Navy; VMR-1 for Marine Corps |
| Description..... | <p>This refresher course provides classroom, simulator, and flight instruction training to the C-9B/DC-9 Crew Chief, including:</p> <ul style="list-style-type: none"> ° Flight Training ° Crew Tactics and Safety ° Communications and Navigation ° Emergency Procedures ° NATOPS <p>Upon completion, the student will be able to perform as a C-9B/DC-9 Crew Chief in a squadron environment.</p> |
| Location | FSBTI, St. Louis |
| Length..... | 4 days |
| RFT date | Currently available |
| Skill identifier | <ul style="list-style-type: none"> ° NEC 8250 Crew Chief ° MOS 6242 (Assigned Billet to VMR-1 as a Crew Chief) |
| TTE/TD | <ul style="list-style-type: none"> ° DC-9-30 Level B Simulator (199) ° DC-9-30 Level C Simulator (121) |
| Prerequisite | Designated Navy C-9B/DC-9 Crew Chief or Marine Corps KC-130 Flight Engineer |

| | |
|-------------------------------|---|
| Title | C-9 Flight Attendant Emergency Egress Refresher Course |
| CIN | C-C9-XX15 |
| Model Manager... | Coordinated through COMFLELOGSUPPWING for Navy; VMR-1 for Marine Corps |
| Description..... | <p>This course provides classroom and simulation refresher training that includes:</p> <ul style="list-style-type: none"> ° Standards of Proficiency ° Aircraft Emergency Egress Systems ° Cabin Emergency Evacuation Training (CEET) <p>Upon completion the student will have a basic knowledge of the skills required to safely perform the Flight Attendant duties aboard the C-9B/DC-9 Aircraft.</p> |
| Location | American Airlines Training and Conference Center, Fort Worth |
| Length..... | 2 days |
| RFT date | Currently available |
| Skill identifier | <ul style="list-style-type: none"> ° NEC 8289 ° MOS 9916 (Assigned billet to VMR-1 as a Flight Attendant) |
| TTE/TD | <ul style="list-style-type: none"> ° DC-9 Super 80 Aircraft Cabin Simulator ° Boeing 727 Aircraft Cabin Simulator ° Boeing 757 Aircraft Cabin Simulator |
| Prerequisite | NA |

Note: This mandatory course is required annually for all Navy and Marine Corps C-9B/DC-9 Flight Attendant personnel.

| | |
|-------------------------------|--|
| Title | C-9B Avionics |
| CIN | R-102-0906 |
| Model Manager... | COMFLELOGSUPPWING is the sole designee to schedule all Navy customers. Station Operation and Engineering Squadron (SOES) Cherry Point is the sole designee for all Marine Corps customers. Quotas cannot be allocated over the phone to individual squadrons. |
| Description..... | <p>This course provides the student training on the C-9B/DC-9 avionics systems including:</p> <ul style="list-style-type: none"> ° Instruments ° Flight Director ° Autopilot ° ComNav <p>Upon completion the student will be able to perform organizational level troubleshooting and maintenance on the Instruments, Flight Director, Autopilot, and ComNav systems of C-9/DC-9 Aircraft in a squadron environment under limited supervision.</p> |
| Location | 375 th Logistics Support Squadron, Scott AFB, Illinois |
| Length..... | 10 days |
| RFT date | Currently available |
| Skill identifier | <ul style="list-style-type: none"> ° NEC AE 8310 (E-3 through E-9) ° NEC AT 8310 (E-3 through E-9) ° MOS 6336 (E-1 through E-7) Aircraft Electrical Systems Technician, (KC-130) |
| TTE/TD | None |
| Prerequisite | <ul style="list-style-type: none"> ° AE, AT ° MOS 6331 Aircraft Electrical Systems Technician-Trainee (E-1 through E-7) |

| | |
|-------------------------------|--|
| Title | C-9 Ground School Airframe and Systems Course Block Two |
| CIN | R-601-0903 |
| Model Manager... | COMFLELOGSUPPWING is the sole designee to schedule all Navy customers. SOES Cherry Point is the sole designee for all Marine Corps customers. Quotas cannot be allocated over the phone to individual squadrons. |
| Description..... | <p>This course provides the student training on the C-9B/DC-9 airframe and systems including:</p> <ul style="list-style-type: none"> ° Propulsion ° Auxiliary Power Unit (APU) <p>Upon completion the student will be able to perform organizational level troubleshooting and maintenance on the C-9/DC-9 Aircraft engines and APU systems in a squadron environment under limited supervision.</p> |
| Location | 375 th Logistics Support Squadron, Scott AFB, Illinois. |
| Length..... | 8 days |
| RFT date | Currently available |
| Skill identifier | <ul style="list-style-type: none"> ° NEC AD 8310 (E-3 through E-9) ° NEC AE 8310 (E-3 through E-9) ° NEC AM 8310 (E-3 through E-9) ° NEC AME 8310 (E-3 through E-9) ° NEC AT 8310 (E-3 through E-9) ° NEC Aircrew Survival Equipmentman (PR) 8310 (E-3 through E-9) ° MOS 6216 (E-1 through E-7) Fixed-Wing Aircraft Mechanic (KC-130) |
| TTE/TD | None |
| Prerequisite | <ul style="list-style-type: none"> ° AD, AE, AM, AME, AT, PR ° MOS 6211 Fixed-Wing Aircraft Mechanic Trainee (E-1 through E-7) |

| | |
|-------------------------------|---|
| Title | C-9 Ground School Airframe and Systems Course Block One |
| CIN | R-602-0902 |
| Model Manager... | COMFLELOGSUPPWING is the sole designee to schedule all Navy customers. SOES Cherry Point is the sole designee for all Marine Corps customers. Quotas cannot be allocated over the phone to individual squadrons. |
| Description..... | <p>This course provides the student training on the C-9B/DC-9 airframe and systems including:</p> <ul style="list-style-type: none"> ° Electrical Power ° Fire Protection ° Lighting <p>Upon completion the student will be able to perform organizational level troubleshooting and maintenance on the C-9/DC-9 Aircraft electrical, fire protection, and lighting systems in a squadron environment under limited supervision.</p> |
| Location | 375 th Logistics Support Squadron, Scott AFB, Illinois |
| Length..... | 8 days |
| RFT date | Currently available |
| Skill identifier | <ul style="list-style-type: none"> ° NEC AD 8310 (E-3 through E-9) ° NEC AE 8310 (E-3 through E-9) ° NEC AM 8310 (E-3 through E-9) ° NEC AME 8310 (E-3 through E-9) ° NEC AT 8310 (E-3 through E-9) ° NEC PR 8310 (E-3 through E-9) ° MOS 6336 (E-1 through E-7) Aircraft Electrical Systems Technician, (KC-130) |
| TTE/TD | ° None |
| Prerequisite | <ul style="list-style-type: none"> ° AD, AE, AM, AME, AT, PR ° MOS 6331 Aircraft Electrical Systems Technician-Trainee (E-1 through E-7) |

| | |
|------------------------|---|
| Title | C-9B Environmental |
| CIN | R-602-0908 |
| Model Manager... | COMFLELOGSUPPWING is the sole designee to schedule all Navy customers. SOES Cherry Point is the sole designee for all Marine Corps customers. Quotas cannot be allocated over the phone to individual squadrons. |
| Description..... | <p>This course provides the student training on the C-9B/DC-9 environmental system including:</p> <ul style="list-style-type: none"> ° Air Conditioning ° Anti-Ice ° Pressurization <p>Upon completion the student will be able to perform organizational level troubleshooting and maintenance on the C-9/DC-9 Aircraft Air Conditioning, Anti-Ice, and Pressurization systems in a squadron environment under limited supervision.</p> |
| Location | 375 th Logistics Support Squadron, Scott AFB, Illinois |
| Length..... | 3 days |
| RFT date | Currently available |
| Skill identifier | <ul style="list-style-type: none"> ° NEC AM 8310 (E-3 through E-9) ° NEC AME 8310 (E-3 through E-9) ° NEC AD 8310 (E-3 through E-9) ° NEC PR 8310 (E-3 through E-9) ° MOS 6286 (E-1 through E-7) Aircraft Electrical Systems Technician, (KC-130) |
| TTE/TD | None |
| Prerequisite | <ul style="list-style-type: none"> ° AM, AME, AD, PR ° MOS 6331 Aircraft Electrical Systems Technician-Trainee (E-1 through E-7) |

| | |
|-------------------------------|--|
| Title | C-9 Ground School Airframe and Systems Course Block Three |
| CIN | R-603-0904 |
| Model Manager... | COMFLELOGSUPPWING is the sole designee to schedule all Navy customers. SOES Cherry Point is the sole designee for all Marine Corps customers. Quotas cannot be allocated over the phone to individual squadrons. |
| Description..... | <p>This course provides the student training on the C-9B/DC-9 airframe and systems including:</p> <ul style="list-style-type: none"> ° Airframes ° Environmental ° Hydraulics ° Fuel ° Pneumatics <p>Upon completion the student will be able to perform organizational level troubleshooting and maintenance on the C-9/DC-9 Aircraft general airframes, environmental, hydraulics, fuel, and pneumatic systems in a squadron environment under limited supervision.</p> |
| Location | 375 th Logistics Support Squadron, Scott AFB, Illinois |
| Length..... | 8 days |
| RFT date | Currently available |
| Skill identifier | <ul style="list-style-type: none"> ° NEC AD 8310 (E-3 through E-9) ° NEC AE 8310 (E-3 through E-9) ° NEC AM 8310 (E-3 through E-9) ° NEC AME 8310 (E-3 through E-9) ° NEC AT 8310 (E-3 through E-9) ° NEC PR 8310 (E-3 through E-9) ° MOS 6256 (E-1 through E-7) Fixed-Wing Airframe Mechanic (KC-130) ° MOS 6286 (E-1 through E-7) Fixed-Wing Aircraft Safety Equipment Mechanic (KC-130) |
| TTE/TD | ° None |

Prerequisite ° AD, AE, AM, AME, AT, PR
 ° MOS 6251 Fixed-Wing Airframe Mechanic Trainee (KC-130)
 ° MOS 6281 Fixed-Wing Aircraft Safety Equipment Mechanic Trainee (KC-130)

c. Student Profiles

| SKILL IDENTIFIER | PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS |
|---|---|
| 1311 | ° Designated Service Group I Naval Aviator |
| 1520 | ° Aerospace Engineering Duty Officer, Aircraft Maintenance |
| AD 8310, 8250, 8278, 8289 | ° C-601-2011, Aviation Machinist's Mate Common Core Class A1 ° C-601-2014, Aviation Machinist's Mate Turbojet Aircraft Fundamentals Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School |
| AE 8310, 8250, 8278, 8289 | ° C-602-2039, Aviation Electrician's Mate Strand Class A1 ° R-102-0905, Avionics Ground School Training ° Q-050-1500, Naval Aircrewman Candidate School |
| AK 8278, 8289 (See Note) | ° C-551-2010, Aviation Storekeeper Class A1 ° Q-050-1500, Naval Aircrewman Candidate School |
| AME 8310, 8250, 8278, 8289 | ° C-602-2033, Aviation Structural Mechanic E (Safety Equipment) Common Core Class A1 ° Q-050-1500, Naval Aircrewman Candidate School |
| AM 8310, 8250, 8278, 8289 (See Note) | ° C-603-0176, Aviation Structural Mechanic (Structures and Hydraulics) Intermediate Level Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School |
| AT 8310, 8250, 8278, 8289 | ° C-100-2018, Avionics Technician O Level Class A1 ° R-102-0905, Avionics Ground School Training ° Q-050-1500, Naval Aircrewman Candidate School |
| AZ 8278, 8289 | ° C-555-2010, Aviation Maintenance Administration Class A1 ° Q-050-1500 Naval Aircrewman Candidate School |

| SKILL IDENTIFIER | PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS |
|-------------------------|--|
| MS 8289 | <ul style="list-style-type: none"> ° A-800-0013, Mess Management Specialist Class A1 ° Q-050-1500, Naval Aircrewman Candidate School |
| PR 8310 | <ul style="list-style-type: none"> ° C-602-2035, Aircrew Survival Equipmentman Common Core Class A1 |
| MOS 6048 | <ul style="list-style-type: none"> ° C-602-2035, Aircrew Survival Equipmentman Common Core Class A1 |
| MOS 6316 | <ul style="list-style-type: none"> ° C-100-2018, Avionics Technician O Level Class A1 ° R-102-0905, Avionics Ground School Training |
| MOS 6336 | <ul style="list-style-type: none"> ° C-602-2039, Aviation Electrician's Mate Strand Class A1 |
| MOS 6216 | <ul style="list-style-type: none"> ° C-601-2014, Aviation Machinist's Mate Turbojet Aircraft Fundamentals Strand Class A1 |
| MOS 6256 | <ul style="list-style-type: none"> ° C-603-0176, Aviation Structural Mechanic (Structures and Hydraulics) Intermediate Level Strand Class A1 |
| MOS 6286 | <ul style="list-style-type: none"> ° C-603-2033, Aviation Structural Mechanic (Safety Equipment) Common Core Class A1 |

d. Training Pipelines. C-9B/DC-9 Pilot and Aircrew pipelines are established. Organizational maintenance training tracks are established. No additional training tracks are required at this time.

I. ONBOARD (IN-SERVICE) TRAINING

1. Proficiency or Other Training Organic to the New Development

a. Maintenance Training Improvement Program. Current planning is to adopt the Aviation Maintenance Training Continuum System (AMTCS) concepts to replace Maintenance Training Improvement Program (MTIP). AMTCS began full implementation for fleet deployment in Fiscal Year (FY) 01. This implementation is ongoing.

b. Aviation Maintenance Training Continuum System. AMTCS will provide career path training to the Sailor or Marine from their initial service entry to the end of their military career. AMTCS concepts will provide an integrated system that will satisfy the training and administrative requirements of both the individual and the organization. The benefits will be manifested in the increased effectiveness of the technicians and the increased efficiencies of the

management of the training business process. Where appropriate, capitalizing on technological advances and integrating systems and processes can provide the right amount of training at the right time, thus meeting the CNO's mandated "just-in-time" training approach.

Technology investments enable the development of several state-of-the-art training and administrative tools: Interactive Multimedia Instruction (IMI) for the technicians in the Fleet in the form of Interactive Courseware (ICW) with Computer Managed Instruction (CMI) and Computer Aided Instruction (CAI) for the schoolhouse. However, since the first C-40A aircraft was delivered in FY01, with replacement of the C-9B/DC-9 to be completed by FY07, it may not be cost effective to develop IMI courseware for this airframe. Existing, IMI training may be available from the contractor for use as refresher training at the local squadron level. At the direction of OPNAV (N795K), existing training may suffice until all C-9B/DC-9 Aircraft are retired.

Included in the AMTCS development effort is the Aviation Maintenance Training Continuum System - Software Module, which provides testing [Test and Evaluation], recording [Electronic Certification Qualification Records], and a Feedback system. The core functionality of these AMTCS tools are based and designed around the actual maintenance-related tasks the technicians perform, and the tasks are stored and maintained in a Master Task List data bank. These tools are procured and fielded with appropriate Commercial-Off-The-Shelf (COTS) hardware and software, i.e., Fleet Training Devices - Laptops, PCs, Electronic Classrooms, Learning Resource Centers (LRC), operating software, and network software and hardware.

Upon receipt of direction from OPNAV (N789H), AMTCS concepts are to be implemented and the new tools integrated into the daily training environment of all participating, aviation activities and supporting elements. AMTCS will serve as the standard training system for aviation maintenance training within the Navy and Marine Corps, and is planned to supersede the existing MTIP and Maintenance Training Management and Evaluation Program (MATMEP) programs.

2. Reserve Job Qualification Requirements. Reserve Job Qualification Requirements (RJQRs) define and standardize On-the-Job Training (OJT). The RJQR syllabus reflects day-to-day maintenance requirements on the various weapons platforms. RJQR usage will ensure personnel are able to safely and competently perform maintenance on equipment assigned to their organization, and that this training is standard among Reserve Force Squadrons with like type/model/series aircraft. COMFLELOGSUPPWING acts as the C-9B/DC-9 RJQR Program Manager.

3. Other Onboard or In-Service Training Packages. Marine Corps onboard training is based on the current series of MCO P4790.12, Individual Training Standards System and MATMEP. This program is designed to meet Marine Corps, as well as Navy OPNAVINST 4790.2 (series), maintenance-training requirements. It is a performance-based, standardized, level-progressive, documentable, training management and evaluation program. It identifies and prioritizes task inventories by MOS through a front-end analysis process that identifies task, skill, and knowledge requirements of each MOS. MTIP questions coupled to MATMEP tasks

will help identify training deficiencies that can be enhanced with refresher training (MATMEP is scheduled to be replaced by AMTCS in FY02).

J. LOGISTICS SUPPORT

1. Manufacturer and Contract Numbers. NA

2. Program Documentation. No Operational Requirements Document (ORD) was developed for this platform. The current Operational Logistics Support Plan (OLSP AC0561) is dated October 1997.

3. Technical Data Plan. All Maintenance Requirements Card (MRC) actions that are required for safety of flight or aircraft ferry are performed by the airframe depot level contractor as required by the SDLM/MTI Specification. Phase and Major Engine Inspections are not required by the SDLM/MTI specification.

4. Test Sets, Tools, and Test Equipment. All test sets, tools, and test equipment are in place.

5. Repair Parts. All repair parts are maintained and supplied by the On Site Store (OSS). Items needing repair are returned to the contractor having the responsibility for overhaul.

6. Human Systems Integration. NA

K. SCHEDULES

1. Installation and Delivery Schedules. All aircraft have been delivered. There are no anticipated additions to any of the squadrons. To date, Program Manager, Air 207 and Commander, Fleet Logistics Support Wing have not developed a Demilitarization and Disposal Plan for the C-9B/DC-9 Aircraft.

2. Ready For Operational Use Schedule. All aircraft are in place and ready for operational use.

3. Time Required to Install at Operational Sites. NA

4. Foreign Military Sales and Other Source Delivery Schedule. NA

5. Training Device and Technical Training Equipment Delivery Schedule. All Training Devices (TD) and Technical Training Equipment (TTE) are in place.

L. GOVERNMENT-FURNISHED EQUIPMENT AND CONTRACTOR-FURNISHED EQUIPMENT TRAINING REQUIREMENTS. NA

M. RELATED NTSPs AND OTHER APPLICABLE DOCUMENTS. Current NTSP documents can be downloaded online from the OPNAV Aviation Technical Training (N789H) web site at: http://www.avtechtra.navy.mil/ntsp_catalog.htm.

| DOCUMENT OR NTSP TITLE | DOCUMENT OR NTSP NUMBER | PDA CODE | STATUS |
|--|------------------------------------|---------------------|--------------------|
| C-9B/DC-9 Operational Logistics Support Plan | OLSP NO AC0561 | PMA207 | Approved Oct 97 |
| C-40A Navy Training System Plan | N78-NTSP-A-50-9901/P | PMA207 | Proposed Sep 01 |
| Report for the C-9, C-20, and C-40 Maintenance Training Requirements Review (MTRR) | N889H4/0U662845 | OPNAV N789H | Approved Oct 00 |
| Report for the VR C-9/C-20/C-40/C-130 Aircrew Training Requirements Review (ATTR) | N889F4/0U662822 | OPNAV N789F | Approved Sep 00 |

PART II - BILLET AND PERSONNEL REQUIREMENTS

The following elements are not affected by the C-9B/DC-9 and, therefore, are not included in Part II of this NTSP:

II.A. Billet Requirements

II.A.2.b. Billets to be Deleted in Operational and Fleet Support Activities

II.A.3. Training Activities Instructor and Support Billet Requirements

Note 1: There are no billets scheduled to be deleted. The squadrons will transition from the C-9B/DC-9 to the C-40A aircraft and manpower will remain approximately the same.

Note 2: Marine Corps MOSs listed are KC-130 Aircrew positions. A new C-9B/DC-9 specific Secondary MOS 6243 has been developed for Marine Corps personnel, however this MOS is not currently listed in the Table of Organization for VMR-1. When this change has been effected, it will be included in updates to this NTSP.

PART II - BILLET AND PERSONNEL REQUIREMENTS

II.A. BILLET REQUIREMENTS

II.A.1.a. OPERATIONAL AND FLEET SUPPORT ACTIVITY ACTIVATION SCHEDULE

SOURCE: Total Force Manpower Management System
Extract from Marine Corps Table of Organizations

DATE: 7/3/2001
7/13/2001

| ACTIVITY, UIC | | PFYs | CFY01 | FY02 | FY03 | FY04 | FY05 |
|--|-------|------|-------|------|------|------|------|
| OPERATIONAL ACTIVITIES - NAVY | | | | | | | |
| VR-46 (NAS Atlanta, Georgia) | 08980 | 1 | 0 | 0 | 0 | 0 | 0 |
| VR-52 (NAS JRB Willow Grove, Pennsylvania) | 08981 | 1 | 0 | 0 | 0 | 0 | 0 |
| VR-56 (NAS Norfolk, Virginia) | 53856 | 1 | 0 | 0 | 0 | 0 | 0 |
| VR-58 (NAS Jacksonville, Florida) | 53911 | 1 | 0 | 0 | 0 | 0 | 0 |
| VR-57 (NAS North Island, California) | 53910 | 1 | 0 | 0 | 0 | 0 | 0 |
| VR-59 (NAS JRB Fort Worth, Texas) | 53921 | 1 | 0 | 0 | 0 | 0 | 0 |
| VR-61 (NAS Whidbey Island, Washington) | 08988 | 1 | 0 | 0 | 0 | 0 | 0 |
| TOTAL: | | 7 | 0 | 0 | 0 | 0 | 0 |
| OPERATIONAL ACTIVITIES - USMC | | | | | | | |
| VMR-1 (MCAS Cherry Point, North Carolina) | 00146 | 1 | 0 | 0 | 0 | 0 | 0 |
| TOTAL: | | 1 | 0 | 0 | 0 | 0 | 0 |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|-------------------------------------|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| OPERATIONAL ACTIVITIES - NAVY | | | | | |
| VR-46 (NAS Atlanta, Georgia), 08980 | | | | | |
| TAR | 10 | 0 | 1311 | | |
| | 1 | 0 | 1520 | | |
| | 0 | 1 | AD1 | 8310 | |
| | 0 | 1 | AD2 | 8310 | |
| | 0 | 1 | AD3 | 8310 | |
| | 0 | 1 | ADAN | 8310 | |
| | 0 | 2 | AE1 | 8310 | |
| | 0 | 1 | AE2 | 8310 | |
| | 0 | 1 | AE3 | 8310 | |
| | 0 | 1 | AEAN | 8310 | |
| | 0 | 1 | AK1 | | |
| | 0 | 1 | AK3 | | |
| | 0 | 2 | AM1 | 8310 | |
| | 0 | 3 | AM2 | 8310 | |
| | 0 | 1 | AM3 | 8310 | |
| | 0 | 2 | AMAN | 8310 | |
| | 0 | 1 | AME1 | 8310 | |
| | 0 | 1 | AME2 | 8310 | |
| | 0 | 1 | AME3 | 8310 | |
| | 0 | 1 | APOCM | 8300 | |
| | 0 | 2 | APOCS | | |
| | 0 | 4 | APOC | | |
| | 0 | 2 | APOC | 8250 | |
| | 0 | 1 | APOC | 8278 | |
| | 0 | 1 | APO1 | | |
| | 0 | 3 | APO1 | 8250 | |
| | 0 | 3 | APO1 | 8278 | |
| | 0 | 4 | APO2 | 8250 | |
| | 0 | 5 | APO2 | 8278 | |
| | 0 | 3 | APO2 | 8289 | |
| | 0 | 1 | APO3 | | |
| | 0 | 9 | APO3 | 8289 | |
| | 0 | 4 | APOAN | 8289 | |
| | 0 | 1 | AT1 | 8310 | |
| | 0 | 1 | AT2 | 8310 | |
| | 0 | 1 | AT3 | 8310 | |
| | 0 | 1 | ATAN | 8310 | |
| | 0 | 1 | AZ1 | | |
| | 0 | 1 | AZ2 | | |
| | 0 | 1 | AZ2 | 6315 | |
| | 0 | 2 | DK3 | | |
| | 0 | 1 | IT3 | 2735 | |
| | 0 | 1 | NC1 | | |
| | 0 | 1 | PN2 | | |
| | 0 | 1 | PNSN | | |
| | 0 | 1 | POCM | 9580 | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|----------------------------------|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| TAR | 0 | 1 | PR1 | | 8310 |
| | 0 | 1 | YNC | | |
| | 0 | 1 | YN2 | | |
| | 0 | 1 | YN3 | | |
| SELRES | 27 | 0 | 1311 | | |
| | 1 | 0 | 1520 | | |
| | 1 | 0 | 2102 | | |
| | 1 | 0 | 6380 | | |
| | 1 | 0 | 7340 | | |
| | 0 | 1 | AD1 | 8310 | |
| | 0 | 1 | AD2 | 8310 | |
| | 0 | 1 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 1 | AE2 | 8310 | |
| | 0 | 1 | AE3 | 8310 | |
| | 0 | 2 | AEAN | 8310 | |
| | 0 | 2 | AK2 | | |
| | 0 | 1 | AK3 | | |
| | 0 | 2 | AKAN | | |
| | 0 | 1 | AMC | 8310 | |
| | 0 | 1 | AM1 | 8310 | |
| | 0 | 4 | AM3 | 8310 | |
| | 0 | 3 | AMAN | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |
| | 0 | 1 | APOCS | | |
| | 0 | 1 | APOCS | 8250 | |
| | 0 | 3 | APOC | | |
| | 0 | 1 | APOC | 8250 | |
| | 0 | 2 | APOC | 8278 | |
| | 0 | 1 | APOC | 8289 | |
| | 0 | 1 | APO1 | | |
| | 0 | 2 | APO1 | 8250 | |
| | 0 | 2 | APO1 | 8278 | |
| | 0 | 1 | APO1 | 8289 | |
| | 0 | 1 | APO1 | | 9595 |
| | 0 | 5 | APO2 | | |
| | 0 | 5 | APO2 | 8250 | |
| | 0 | 5 | APO2 | 8278 | |
| | 0 | 3 | APO2 | 8289 | |
| | 0 | 2 | APO3 | | |
| | 0 | 7 | APO3 | 8289 | |
| | 0 | 8 | APOAN | 8289 | |
| | 0 | 1 | AT3 | 8310 | |
| | 0 | 1 | ATAN | 8310 | |
| | 0 | 1 | AZ2 | | |
| | 0 | 1 | AZAN | | |
| | 0 | 1 | DK2 | | |
| | 0 | 1 | HM2 | 8406 | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|---|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| SELRES | 0 | 2 | MS2 | | |
| | 0 | 1 | MS3 | | |
| | 0 | 2 | MSSN | | |
| | 0 | 1 | PN2 | | |
| | 0 | 2 | PN3 | | |
| | 0 | 4 | PO2 | | |
| | 0 | 1 | PRAN | 8310 | |
| | 0 | 1 | QM3 | | |
| | 0 | 3 | YNSN | | |
| | 0 | 29 | AN | | |
| ACTIVITY TOTAL: | 42 | 210 | | | |
| VR-52 (NAS JRB Willow Grove, Pennsylvania), 08981 | | | | | |
| TAR | 11 | 0 | 1311 | | |
| | 1 | 0 | 1520 | | |
| | 0 | 1 | ADC | 8310 | |
| | 0 | 2 | AD1 | 8310 | |
| | 0 | 2 | AD2 | 8310 | |
| | 0 | 2 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 2 | AE1 | 8310 | |
| | 0 | 2 | AE2 | 8310 | |
| | 0 | 2 | AE3 | 8310 | |
| | 0 | 1 | AK1 | | |
| | 0 | 1 | AK2 | | 9590 |
| | 0 | 4 | AM1 | 8310 | |
| | 0 | 1 | AM1 | 8310 | 9595 |
| | 0 | 2 | AM2 | 8310 | |
| | 0 | 3 | AM3 | 8310 | |
| | 0 | 4 | AMAN | 8310 | |
| | 0 | 1 | AME2 | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |
| | 0 | 3 | APOCS | | |
| | 0 | 3 | APOC | | |
| | 0 | 2 | APOC | 8250 | |
| | 0 | 1 | APOC | 8278 | |
| | 0 | 1 | APO1 | | |
| | 0 | 1 | APO1 | 8250 | |
| | 0 | 3 | APO1 | 8278 | |
| | 0 | 3 | APO1 | 8289 | |
| | 0 | 1 | APO1 | | 9502 |
| | 0 | 2 | APO2 | | |
| | 0 | 9 | APO2 | 8250 | |
| | 0 | 6 | APO2 | 8278 | |
| | 0 | 8 | APO2 | 8289 | |
| | 0 | 7 | APO3 | 8289 | |
| | 0 | 2 | AT1 | 8310 | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|----------------------------------|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| TAR | 0 | 2 | AT2 | 8310 | 9580 |
| | 0 | 2 | AT3 | 8310 | |
| | 0 | 1 | AZ1 | | |
| | 0 | 2 | AZ2 | | |
| | 0 | 1 | AZ2 | 6315 | |
| | 0 | 1 | IT3 | 2735 | |
| | 0 | 1 | NC1 | | |
| | 0 | 1 | PN2 | | |
| | 0 | 1 | PNSN | | |
| | 0 | 1 | POCM | | |
| | 0 | 1 | PR1 | 8310 | |
| | 0 | 1 | YNC | | |
| | 0 | 1 | YN2 | | |
| | 0 | 1 | YN3 | | |
| SELRES | 37 | 0 | 1311 | | 9595 |
| | 1 | 0 | 2102 | | |
| | 1 | 0 | 6380 | | |
| | 1 | 0 | 7380 | | |
| | 0 | 2 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 1 | AEC | 8310 | |
| | 0 | 2 | AE3 | 8310 | |
| | 0 | 4 | AEAN | 8310 | |
| | 0 | 1 | AK2 | | |
| | 0 | 2 | AK3 | | |
| | 0 | 2 | AKAN | | |
| | 0 | 1 | AMC | 8310 | |
| | 0 | 1 | AM1 | 8310 | |
| | 0 | 2 | AM2 | 8310 | |
| | 0 | 2 | AM3 | 8310 | |
| | 0 | 2 | AMAN | 8310 | |
| | 0 | 2 | AME1 | 8310 | |
| | 0 | 1 | AME3 | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |
| | 0 | 2 | APOCS | | |
| | 0 | 3 | APOCS | 8250 | |
| | 0 | 2 | APOC | | |
| | 0 | 1 | APOC | 8250 | |
| | 0 | 2 | APOC | 8278 | |
| | 0 | 3 | APOC | 8289 | |
| | 0 | 1 | APOC | 8300 | |
| | 0 | 1 | APO1 | | |
| | 0 | 8 | APO1 | 8250 | |
| | 0 | 6 | APO1 | 8278 | |
| | 0 | 6 | APO1 | 8289 | |
| | | 0 | 1 | APO1 | |
| | 0 | 4 | APO2 | | |
| | 0 | 6 | APO2 | 8278 | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS | |
|----------------------------------|--------------------------------------|-----|------------------|---------------|---------------|--|
| | OFF | ENL | | | | |
| SELRES | 0 | 15 | APO2 | | 8289 | |
| | 0 | 2 | APO3 | | | |
| | 0 | 6 | APO3 | 8289 | | |
| | 0 | 1 | AT3 | 8310 | | |
| | 0 | 3 | ATAN | 8310 | | |
| | 0 | 1 | AZ3 | | | |
| | 0 | 1 | AZAN | | | |
| | 0 | 2 | DK2 | | | |
| | 0 | 1 | HM2 | 8406 | | |
| | 0 | 1 | HM3 | 8406 | | |
| | 0 | 1 | IS2 | | | |
| | 0 | 2 | MS2 | | | |
| | 0 | 1 | MS3 | | | |
| | 0 | 3 | MSSN | | | |
| | 0 | 1 | PN1 | | | |
| | 0 | 1 | PN2 | | | |
| | 0 | 1 | PN3 | | | |
| | 0 | 1 | PNSN | | | |
| | 0 | 4 | PO2 | | | |
| | 0 | 1 | PO3 | | | |
| | 0 | 1 | PR3 | 8310 | | |
| | 0 | 1 | PRAN | 8310 | | |
| | 0 | 1 | YN3 | | | |
| | 0 | 3 | YNSN | | | |
| | 0 | 32 | AN | | | |
| | ACTIVITY TOTAL: | 52 | 263 | | | |
| | VR-56 (NAS Norfolk, Virginia), 53856 | | | | | |
| | TAR | 11 | 0 | 1311 | | |
| | 1 | 0 | 1520 | | | |
| | 0 | 1 | ADC | 8310 | | |
| | 0 | 2 | AD1 | 8310 | | |
| | 0 | 2 | AD2 | 8310 | | |
| | 0 | 2 | AD3 | 8310 | | |
| | 0 | 2 | ADAN | 8310 | | |
| | 0 | 2 | AE1 | 8310 | | |
| | 0 | 2 | AE2 | 8310 | | |
| | 0 | 2 | AE3 | 8310 | | |
| | 0 | 1 | AK1 | | | |
| | 0 | 1 | AK2 | | 9590 | |
| | 0 | 4 | AM1 | 8310 | | |
| | 0 | 1 | AM1 | 8310 | 9595 | |
| | 0 | 2 | AM2 | 8310 | | |
| | 0 | 3 | AM3 | 8310 | | |
| | 0 | 4 | AMAN | 8310 | | |
| | 0 | 1 | AME2 | 8310 | | |
| | 0 | 1 | AMEAN | 8310 | | |
| | 0 | 3 | APOCS | | | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|----------------------------------|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| TAR | 0 | 3 | APOC | | |
| | 0 | 2 | APOC | 8250 | |
| | 0 | 1 | APOC | 8278 | |
| | 0 | 1 | APO1 | | |
| | 0 | 1 | APO1 | 8250 | |
| | 0 | 3 | APO1 | 8278 | |
| | 0 | 3 | APO1 | 8289 | |
| | 0 | 1 | APO1 | | 9502 |
| | 0 | 2 | APO2 | | |
| | 0 | 9 | APO2 | 8250 | |
| | 0 | 6 | APO2 | 8278 | |
| | 0 | 8 | APO2 | 8289 | |
| | 0 | 7 | APO3 | 8289 | |
| | 0 | 2 | AT1 | 8310 | |
| | 0 | 2 | AT2 | 8310 | |
| | 0 | 2 | AT3 | 8310 | |
| | 0 | 1 | AZ1 | | |
| | 0 | 2 | AZ2 | | |
| | 0 | 1 | AZ2 | 6315 | |
| | 0 | 1 | IT3 | 2735 | |
| | 0 | 1 | NC1 | | |
| | 0 | 1 | PN2 | | |
| | 0 | 1 | PNSN | | |
| | 0 | 1 | POCM | | 9580 |
| | 0 | 1 | PR1 | 8310 | |
| | 0 | 1 | YNC | | |
| | 0 | 1 | YN2 | | |
| | 0 | 1 | YN3 | | |
| SELRES | 37 | 0 | 1311 | | |
| | 1 | 0 | 2102 | | |
| | 1 | 0 | 6380 | | |
| | 1 | 0 | 7380 | | |
| | 0 | 2 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 1 | AEC | 8310 | |
| | 0 | 2 | AE3 | 8310 | |
| | 0 | 4 | AEAN | 8310 | |
| | 0 | 1 | AK2 | | |
| | 0 | 2 | AK3 | | |
| | 0 | 2 | AKAN | | |
| | 0 | 1 | AMC | 8310 | |
| | 0 | 1 | AM1 | 8310 | |
| | 0 | 2 | AM2 | 8310 | |
| | 0 | 2 | AM3 | 8310 | |
| | 0 | 2 | AMAN | 8310 | |
| | 0 | 2 | AME1 | 8310 | |
| | 0 | 1 | AME3 | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|--|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| SELRES | 0 | 1 | APOCM | 8300 | 9595 |
| | 0 | 2 | APOCS | | |
| | 0 | 3 | APOCS | 8250 | |
| | 0 | 2 | APOC | | |
| | 0 | 1 | APOC | 8250 | |
| | 0 | 2 | APOC | 8278 | |
| | 0 | 3 | APOC | 8289 | |
| | 0 | 1 | APOC | 8300 | |
| | 0 | 1 | AP01 | | |
| | 0 | 8 | AP01 | 8250 | |
| | 0 | 6 | AP01 | 8278 | |
| | 0 | 6 | AP01 | 8289 | |
| | 0 | 1 | AP01 | | |
| | 0 | 4 | AP02 | | |
| | 0 | 6 | AP02 | 8278 | |
| | 0 | 15 | AP02 | 8289 | |
| | 0 | 2 | AP03 | | |
| | 0 | 6 | AP03 | 8289 | |
| | 0 | 1 | AT3 | 8310 | |
| | 0 | 3 | ATAN | 8310 | |
| | 0 | 1 | AZ3 | | |
| | 0 | 1 | AZAN | | |
| | 0 | 2 | DK2 | | |
| | 0 | 1 | HM2 | 8406 | |
| | 0 | 1 | HM3 | 8406 | |
| | 0 | 1 | IS2 | | |
| | 0 | 2 | MS2 | | |
| | 0 | 1 | MS3 | | |
| | 0 | 3 | MSSN | | |
| | 0 | 1 | PN1 | | |
| | 0 | 1 | PN2 | | |
| | 0 | 1 | PN3 | | |
| | 0 | 1 | PNSN | | |
| | 0 | 4 | PO2 | | |
| | 0 | 1 | PO3 | | |
| | 0 | 1 | PR3 | 8310 | |
| | 0 | 1 | PRAN | 8310 | |
| | 0 | 1 | YN3 | | |
| | 0 | 3 | YNSN | | |
| | 0 | 32 | AN | | |
| ACTIVITY TOTAL: | 52 | 264 | | | |
| VR-58 (NAS Jacksonville, Florida), 53911 | | | | | |
| TAR | 11 | 0 | 1311 | | |
| | 1 | 0 | 1520 | | |
| | 0 | 1 | ADC | 8310 | |
| | 0 | 2 | AD1 | 8310 | |
| | 0 | 2 | AD2 | 8310 | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|----------------------------------|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| TAR | 0 | 2 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 2 | AE1 | 8310 | |
| | 0 | 2 | AE2 | 8310 | |
| | 0 | 2 | AE3 | 8310 | |
| | 0 | 1 | AK1 | | |
| | 0 | 1 | AK2 | | 9590 |
| | 0 | 4 | AM1 | 8310 | |
| | 0 | 1 | AM1 | 8310 | 9595 |
| | 0 | 2 | AM2 | 8310 | |
| | 0 | 3 | AM3 | 8310 | |
| | 0 | 4 | AMAN | 8310 | |
| | 0 | 1 | AME2 | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |
| | 0 | 3 | APOCS | | |
| | 0 | 3 | APOC | | |
| | 0 | 2 | APOC | 8250 | |
| | 0 | 1 | APOC | 8278 | |
| | 0 | 1 | APO1 | | |
| | 0 | 1 | APO1 | 8250 | |
| | 0 | 3 | APO1 | 8278 | |
| | 0 | 3 | APO1 | 8289 | |
| | 0 | 1 | APO1 | | 9502 |
| | 0 | 2 | APO2 | | |
| | 0 | 9 | APO2 | 8250 | |
| | 0 | 6 | APO2 | 8278 | |
| | 0 | 8 | APO2 | 8289 | |
| | 0 | 7 | APO3 | 8289 | |
| | 0 | 2 | AT1 | 8310 | |
| | 0 | 2 | AT2 | 8310 | |
| | 0 | 2 | AT3 | 8310 | |
| | 0 | 1 | AZ1 | | |
| | 0 | 2 | AZ2 | | |
| | 0 | 1 | AZ2 | 6315 | |
| | 0 | 1 | IT3 | 2735 | |
| | 0 | 1 | NC1 | | |
| | 0 | 1 | PN2 | | |
| | 0 | 1 | PNSN | | |
| | 0 | 1 | POCM | | 9580 |
| | 0 | 1 | PR1 | 8310 | |
| | 0 | 1 | YNC | | |
| | 0 | 1 | YN2 | | |
| TAR | 0 | 1 | YN3 | | |
| SELRES | 37 | 0 | 1311 | | |
| | 1 | 0 | 2102 | | |
| | 1 | 0 | 6380 | | |
| | 1 | 0 | 7380 | | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|----------------------------------|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| SELRES | 0 | 2 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 1 | AEC | 8310 | |
| | 0 | 2 | AE3 | 8310 | |
| | 0 | 4 | AEAN | 8310 | |
| | 0 | 1 | AK2 | | |
| | 0 | 2 | AK3 | | |
| | 0 | 2 | AKAN | | |
| | 0 | 1 | AMC | 8310 | |
| | 0 | 1 | AM1 | 8310 | |
| | 0 | 2 | AM2 | 8310 | |
| | 0 | 2 | AM3 | 8310 | |
| | 0 | 2 | AMAN | 8310 | |
| | 0 | 2 | AME1 | 8310 | |
| | 0 | 1 | AME3 | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |
| | 0 | 1 | APOCM | 8300 | |
| | 0 | 2 | APOCS | | |
| | 0 | 3 | APOCS | 8250 | |
| | 0 | 2 | APOC | | |
| | 0 | 1 | APOC | 8250 | |
| | 0 | 2 | APOC | 8278 | |
| | 0 | 3 | APOC | 8289 | |
| | 0 | 1 | APOC | 8300 | |
| | 0 | 1 | APO1 | | |
| | 0 | 8 | APO1 | 8250 | |
| | 0 | 6 | APO1 | 8278 | |
| | 0 | 6 | APO1 | 8289 | |
| | 0 | 1 | APO1 | | |
| | 0 | 4 | APO2 | | |
| | 0 | 6 | APO2 | 8278 | |
| | 0 | 15 | APO2 | 8289 | |
| | 0 | 2 | APO3 | | |
| | 0 | 6 | APO3 | 8289 | |
| | 0 | 1 | AT3 | 8310 | |
| | 0 | 3 | ATAN | 8310 | |
| | 0 | 1 | AZ3 | | |
| | 0 | 1 | AZAN | | |
| | 0 | 2 | DK2 | | |
| | 0 | 1 | DK3 | | |
| | 0 | 1 | HM2 | 8406 | |
| | 0 | 1 | HM3 | 8406 | |
| | 0 | 1 | IS2 | | |
| | 0 | 2 | MS2 | | |
| | 0 | 1 | MS3 | | |
| | 0 | 3 | MSSN | | |
| | 0 | 1 | PN1 | | |
| | 0 | 1 | PN2 | | |
| | 0 | 1 | PN3 | | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|---|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| SELRES | 0 | 1 | PNSN | | |
| | 0 | 4 | PO2 | | |
| | 0 | 1 | PO3 | | |
| | 0 | 1 | PR3 | 8310 | |
| | 0 | 1 | PRAN | 8310 | |
| | 0 | 1 | YN3 | | |
| | 0 | 3 | YNSN | | |
| | 0 | 32 | AN | | |
| ACTIVITY TOTAL: | 52 | 265 | | | |
| VR-57 (NAS North Island, California), 53910 | | | | | |
| TAR | 11 | 0 | 1311 | | |
| | 1 | 0 | 1520 | | |
| | 0 | 1 | ADC | 8310 | |
| | 0 | 2 | AD1 | 8310 | |
| | 0 | 2 | AD2 | 8310 | |
| | 0 | 2 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 2 | AE1 | 8310 | |
| | 0 | 2 | AE2 | 8310 | |
| | 0 | 2 | AE3 | 8310 | |
| | 0 | 1 | AK1 | | |
| | 0 | 1 | AK2 | | 9590 |
| | 0 | 4 | AM1 | 8310 | |
| | 0 | 1 | AM1 | 8310 | 9595 |
| | 0 | 2 | AM2 | 8310 | |
| | 0 | 3 | AM3 | 8310 | |
| | 0 | 4 | AMAN | 8310 | |
| | 0 | 1 | AME2 | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |
| | 0 | 3 | APOCS | | |
| | 0 | 3 | APOC | | |
| | 0 | 2 | APOC | 8250 | |
| | 0 | 1 | APOC | 8278 | |
| | 0 | 1 | APO1 | | |
| | 0 | 1 | APO1 | 8250 | |
| | 0 | 3 | APO1 | 8278 | |
| | 0 | 3 | APO1 | 8289 | |
| | 0 | 1 | APO1 | | 9502 |
| | 0 | 2 | APO2 | | |
| | 0 | 9 | APO2 | 8250 | |
| | 0 | 6 | APO2 | 8278 | |
| | 0 | 8 | APO2 | 8289 | |
| | 0 | 7 | APO3 | 8289 | |
| | 0 | 2 | AT1 | 8310 | |
| | 0 | 2 | AT2 | 8310 | |
| | 0 | 2 | AT3 | 8310 | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|----------------------------------|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| TAR | 0 | 1 | AZ1 | | |
| | 0 | 2 | AZ2 | | |
| | 0 | 1 | AZ2 | 6315 | |
| | 0 | 1 | IT3 | 2735 | |
| | 0 | 1 | NC1 | | |
| | 0 | 1 | PN2 | | |
| | 0 | 1 | PN3 | | |
| | 0 | 1 | PNSN | | |
| | 0 | 1 | POCM | | 9580 |
| | 0 | 1 | PR1 | 8310 | |
| | 0 | 1 | YNC | | |
| | 0 | 1 | YN2 | | |
| | 0 | 1 | YN3 | | |
| SELRES | 37 | 0 | 1311 | | |
| | 1 | 0 | 2102 | | |
| | 1 | 0 | 6380 | | |
| | 1 | 0 | 7380 | | |
| | 0 | 2 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 1 | AEC | 8310 | |
| | 0 | 2 | AE3 | 8310 | |
| | 0 | 4 | AEAN | 8310 | |
| | 0 | 1 | AK2 | | |
| | 0 | 2 | AK3 | | |
| | 0 | 2 | AKAN | | |
| | 0 | 1 | AMC | 8310 | |
| | 0 | 1 | AM1 | 8310 | |
| | 0 | 2 | AM2 | 8310 | |
| | 0 | 2 | AM3 | 8310 | |
| | 0 | 2 | AMAN | 8310 | |
| | 0 | 2 | AME1 | 8310 | |
| | 0 | 1 | AME3 | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |
| | 0 | 2 | APOCS | | |
| | 0 | 3 | APOCS | 8250 | |
| | 0 | 2 | APOC | | |
| | 0 | 1 | APOC | 8250 | |
| | 0 | 2 | APOC | 8278 | |
| | 0 | 3 | APOC | 8289 | |
| | 0 | 1 | APOC | 8300 | |
| | 0 | 1 | AP01 | | |
| | 0 | 8 | AP01 | 8250 | |
| | 0 | 6 | AP01 | 8278 | |
| | 0 | 6 | AP01 | 8289 | |
| | 0 | 1 | AP01 | | 9595 |
| | 0 | 4 | AP02 | | |
| | 0 | 6 | AP02 | 8278 | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|--|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| SELRES | 0 | 15 | APO2 | 8289 | |
| | 0 | 2 | APO3 | | |
| | 0 | 6 | APO3 | 8289 | |
| | 0 | 1 | AT3 | 8310 | |
| | 0 | 3 | ATAN | 8310 | |
| | 0 | 1 | AZ3 | | |
| | 0 | 1 | AZAN | | |
| | 0 | 2 | DK2 | | |
| | 0 | 1 | HM2 | 8406 | |
| | 0 | 1 | HM3 | 8406 | |
| | 0 | 1 | IS2 | | |
| | 0 | 2 | MS2 | | |
| | 0 | 1 | MS3 | | |
| | 0 | 3 | MSSN | | |
| | 0 | 1 | PN1 | | |
| | 0 | 1 | PN2 | | |
| | 0 | 1 | PN3 | | |
| | 0 | 2 | PNSN | | |
| | 0 | 4 | PO2 | | |
| | 0 | 1 | PO3 | | |
| | 0 | 1 | PR3 | 8310 | |
| | 0 | 1 | PRAN | 8310 | |
| | 0 | 1 | YN3 | | |
| | 0 | 3 | YNSN | | |
| | 0 | 32 | AN | | |
| ACTIVITY TOTAL: | 52 | 265 | | | |
| VR-59 (NAS JRB Fort Worth, Texas), 53921 | | | | | |
| TAR | 11 | 0 | 1311 | | |
| | 1 | 0 | 1520 | | |
| | 0 | 1 | ADC | 8310 | |
| | 0 | 2 | AD1 | 8310 | |
| | 0 | 2 | AD2 | 8310 | |
| | 0 | 2 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 2 | AE1 | 8310 | |
| | 0 | 2 | AE2 | 8310 | |
| | 0 | 2 | AE3 | 8310 | |
| | 0 | 1 | AK1 | | |
| | 0 | 1 | AK2 | | 9590 |
| | 0 | 4 | AM1 | | 8310 |
| | 0 | 1 | AM1 | 8310 | 9595 |
| | 0 | 2 | AM2 | 8310 | |
| | 0 | 3 | AM3 | 8310 | |
| | 0 | 4 | AMAN | 8310 | |
| | 0 | 1 | AME2 | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |
| | 0 | 3 | APOCS | | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|----------------------------------|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| TAR | 0 | 3 | APOC | | |
| | 0 | 2 | APOC | 8250 | |
| | 0 | 1 | APOC | 8278 | |
| | 0 | 1 | APO1 | | |
| | 0 | 1 | APO1 | 8250 | |
| | 0 | 3 | APO1 | 8278 | |
| | 0 | 3 | APO1 | 8289 | |
| | 0 | 1 | APO1 | | 9502 |
| | 0 | 2 | APO2 | | |
| | 0 | 9 | APO2 | 8250 | |
| | 0 | 6 | APO2 | 8278 | |
| | 0 | 8 | APO2 | 8289 | |
| | 0 | 7 | APO3 | 8289 | |
| | 0 | 2 | AT1 | 8310 | |
| | 0 | 2 | AT2 | 8310 | |
| | 0 | 2 | AT3 | 8310 | |
| | 0 | 1 | AZ1 | | |
| | 0 | 2 | AZ2 | | |
| | 0 | 1 | AZ2 | 6315 | |
| | 0 | 1 | IT3 | 2735 | |
| | 0 | 1 | NC1 | | |
| | 0 | 2 | PN2 | | |
| | 0 | 1 | PN3 | | |
| | 0 | 1 | PNSN | | |
| | 0 | 1 | POCM | | 9580 |
| | 0 | 1 | PR1 | 8310 | |
| | 0 | 1 | YNC | | |
| | 0 | 1 | YN2 | | |
| | 0 | 1 | YN3 | | |
| SELRES | 37 | 0 | 1311 | | |
| | 1 | 0 | 2102 | | |
| | 1 | 0 | 6380 | | |
| | 1 | 0 | 7380 | | |
| | 0 | 2 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 1 | AEC | 8310 | |
| | 0 | 2 | AE3 | 8310 | |
| | 0 | 4 | AEAN | 8310 | |
| | 0 | 1 | AK2 | | |
| | 0 | 2 | AK3 | | |
| | 0 | 2 | AKAN | | |
| | 0 | 1 | AMC | 8310 | |
| | 0 | 1 | AM1 | 8310 | |
| | 0 | 2 | AM2 | 8310 | |
| | 0 | 2 | AM3 | 8310 | |
| | 0 | 2 | AMAN | 8310 | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|---|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| SELRES | 0 | 2 | AME1 | 8310 | 9595 |
| | 0 | 1 | AME3 | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |
| | 0 | 1 | APOCM | 8300 | |
| | 0 | 2 | APOCS | | |
| | 0 | 3 | APOCS | 8250 | |
| | 0 | 2 | APOC | | |
| | 0 | 1 | APOC | 8250 | |
| | 0 | 2 | APOC | 8278 | |
| | 0 | 3 | APOC | 8289 | |
| | 0 | 1 | AP01 | | |
| | 0 | 8 | AP01 | 8250 | |
| | 0 | 6 | AP01 | 8278 | |
| | 0 | 6 | AP01 | 8289 | |
| | 0 | 1 | AP01 | | |
| | 0 | 4 | AP02 | | |
| | 0 | 6 | AP02 | 8278 | |
| | 0 | 15 | AP02 | 8289 | |
| | 0 | 2 | AP03 | | |
| | 0 | 6 | AP03 | 8289 | |
| | 0 | 1 | AT3 | 8310 | |
| | 0 | 3 | ATAN | 8310 | |
| | 0 | 1 | AZ3 | | |
| | 0 | 1 | AZAN | | |
| | 0 | 2 | DK2 | | |
| | 0 | 1 | DK3 | | |
| | 0 | 1 | HM2 | 8406 | |
| | 0 | 1 | HM3 | 8406 | |
| | 0 | 1 | IS2 | | |
| | 0 | 2 | MS2 | | |
| | 0 | 1 | MS3 | | |
| | 0 | 3 | MSSN | | |
| | 0 | 1 | PN1 | | |
| | 0 | 1 | PN3 | | |
| | 0 | 1 | PNSN | | |
| | 0 | 4 | PO2 | | |
| | 0 | 1 | PO3 | | |
| | 0 | 1 | PR3 | 8310 | |
| | 0 | 1 | PRAN | 8310 | |
| | 0 | 1 | YN3 | | |
| | 0 | 3 | YNSN | | |
| 0 | 32 | AN | | | |
| ACTIVITY TOTAL: | 52 | 265 | | | |
| VR-61 (NAS Whidbey Island, Washington), 08988 | | | | | |
| TAR | 11 | 0 | 1311 | | |
| | 1 | 0 | 1520 | | |
| | 0 | 1 | ADC | 8310 | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|----------------------------------|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| SELRES | 0 | 2 | AD1 | 8310 | |
| | 0 | 2 | AD2 | 8310 | |
| | 0 | 2 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 2 | AE1 | 8310 | |
| | 0 | 2 | AE2 | 8310 | |
| | 0 | 2 | AE3 | 8310 | |
| | 0 | 1 | AK1 | | |
| | 0 | 1 | AK2 | | 9590 |
| | 0 | 4 | AM1 | 8310 | |
| | 0 | 1 | AM1 | 8310 | 9595 |
| | 0 | 2 | AM2 | 8310 | |
| | 0 | 3 | AM3 | 8310 | |
| | 0 | 4 | AMAN | 8310 | |
| | 0 | 1 | AME2 | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |
| | 0 | 3 | APOCS | | |
| | 0 | 3 | APOC | | |
| | 0 | 2 | APOC | 8250 | |
| | 0 | 1 | APOC | 8278 | |
| | 0 | 2 | APO1 | | |
| | 0 | 1 | APO1 | 8250 | |
| | 0 | 3 | APO1 | 8278 | |
| | 0 | 3 | APO1 | 8289 | |
| | 0 | 1 | APO1 | | 9502 |
| | 0 | 2 | APO2 | | |
| | 0 | 9 | APO2 | 8250 | |
| | 0 | 6 | APO2 | 8278 | |
| | 0 | 8 | APO2 | 8289 | |
| | 0 | 7 | APO3 | 8289 | |
| | 0 | 2 | AT1 | 8310 | |
| | 0 | 2 | AT2 | 8310 | |
| | 0 | 2 | AT3 | 8310 | |
| | 0 | 1 | AZ1 | | |
| | 0 | 2 | AZ2 | | |
| | 0 | 1 | AZ2 | 6315 | |
| | 0 | 1 | IT3 | 2735 | |
| | 0 | 1 | NC1 | | |
| | 0 | 1 | PN2 | | |
| | 0 | 1 | PN3 | | |
| | 0 | 1 | PNSN | | |
| | 0 | 1 | POCM | | 9580 |
| | 0 | 1 | PR1 | 8310 | |
| | 0 | 1 | YNC | | |
| | 0 | 1 | YN2 | | |
| | 0 | 1 | YN3 | | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|----------------------------------|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| SELRES | 37 | 0 | 1311 | | |
| | 1 | 0 | 2102 | | |
| | 1 | 0 | 6380 | | |
| | 1 | 0 | 7380 | | |
| | 0 | 2 | AD3 | 8310 | |
| | 0 | 2 | ADAN | 8310 | |
| | 0 | 1 | AEC | 8310 | |
| | 0 | 2 | AE3 | 8310 | |
| | 0 | 4 | AEAN | 8310 | |
| | 0 | 1 | AK2 | | |
| | 0 | 2 | AK3 | | |
| | 0 | 2 | AKAN | | |
| | 0 | 1 | AMC | 8310 | |
| | 0 | 1 | AM1 | 8310 | |
| | 0 | 2 | AM2 | 8310 | |
| | 0 | 2 | AM3 | 8310 | |
| | 0 | 2 | AMAN | 8310 | |
| | 0 | 2 | AME1 | 8310 | |
| | 0 | 1 | AME3 | 8310 | |
| | 0 | 1 | AMEAN | 8310 | |
| | 0 | 2 | APOCS | | |
| | 0 | 3 | APOCS | 8250 | |
| | 0 | 2 | APOC | | |
| | 0 | 1 | APOC | 8250 | |
| | 0 | 2 | APOC | 8278 | |
| | 0 | 3 | APOC | 8289 | |
| | 0 | 1 | APOC | 8300 | |
| | 0 | 1 | APO1 | | |
| | 0 | 8 | APO1 | 8250 | |
| | 0 | 6 | APO1 | 8278 | |
| | 0 | 6 | APO1 | 8289 | |
| | 0 | 1 | APO1 | | 9595 |
| | 0 | 4 | APO2 | | |
| | 0 | 6 | APO2 | 8278 | |
| | 0 | 15 | APO2 | 8289 | |
| | 0 | 2 | APO3 | | |
| | 0 | 6 | APO3 | 8289 | |
| | 0 | 1 | AT3 | 8310 | |
| | 0 | 3 | ATAN | 8310 | |
| | 0 | 1 | AZ3 | | |
| | 0 | 1 | AZAN | | |
| | 0 | 2 | DK2 | | |
| | 0 | 1 | HM2 | 8406 | |
| | 0 | 1 | HM3 | 8406 | |
| | 0 | 1 | IS2 | | |
| | 0 | 2 | MS2 | | |
| | 0 | 1 | MS3 | | |
| | 0 | 3 | MSSN | | |

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| ACTIVITY, UIC, PHASING INCREMENT | BILLETS | | DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS |
|---|---------|-----|------------------|---------------|---------------|
| | OFF | ENL | | | |
| SELRES | 0 | 1 | PN1 | | |
| | 0 | 1 | PN2 | | |
| | 0 | 1 | PN3 | | |
| | 0 | 1 | PNSN | | |
| | 0 | 4 | PO2 | | |
| | 0 | 1 | PO3 | | |
| | 0 | 1 | PR3 | 8310 | |
| | 0 | 1 | PRAN | 8310 | |
| | 0 | 1 | YN2 | | |
| | 0 | 1 | YN3 | | |
| | 0 | 3 | YNSN | | |
| | 0 | 32 | AN | | |
| ACTIVITY TOTAL: | 52 | 266 | | | |
| OPERATIONAL ACTIVITIES - USMC | | | | | |
| VMR-1 (MCAS Cherry Point, North Carolina), 00146 | | | | | |
| USMC | 7 | 0 | 7551 | | |
| | 0 | 2 | CPL | 6232 | |
| | 0 | 2 | CPL | 6256 | |
| | 0 | 1 | CPL | 6336 | |
| | 0 | 4 | CPL | 9916 | |
| | 0 | 1 | GYSGT | 6286 | |
| | 0 | 3 | LCPL | 6216 | |
| | 0 | 2 | LCPL | 6232 | |
| | 0 | 2 | LCPL | 6256 | |
| | 0 | 2 | LCPL | 6286 | |
| | 0 | 4 | LCPL | 7382 | |
| | 0 | 2 | LCPL | 9916 | |
| | 0 | 1 | SGT | 6216 | |
| | 0 | 6 | SGT | 6242 | |
| | 0 | 1 | SGT | 6256 | |
| | 0 | 1 | SGT | 6336 | |
| | 0 | 1 | SGT | 7382 | |
| | 0 | 2 | SGT | 9916 | |
| | 0 | 2 | SSGT | 6256 | |
| | 0 | 1 | SSGT | 6336 | |
| SMCR | 1 | 0 | 7551 | | |
| | 0 | 2 | CPL | 6232 | |
| | 0 | 3 | SGT | 6242 | |
| | 0 | 2 | SGT | 7382 | |
| | 0 | 2 | SGT | 9916 | |
| ACTIVITY TOTAL: | 8 | 49 | | | |

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| DESIG/ RATING | PNEC/SNEC PMOS/SMOS | PFYs | | CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | |
|-----------------------------------|------------------------|------|-----|-------|-----|------|-----|------|-----|------|-----|------|-----|
| | | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL |
| NAVY OPERATIONAL ACTIVITIES - TAR | | | | | | | | | | | | | |
| 1311 | | 76 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| 1520 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| ADC | 8310 | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AD1 | 8310 | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AD2 | 8310 | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AD3 | 8310 | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| ADAN | 8310 | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AE1 | 8310 | | 14 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AE2 | 8310 | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AE3 | 8310 | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AEAN | 8310 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AK1 | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AK2 | | 9590 | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AK3 | | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AM1 | 8310 | | 26 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AM1 | 8310 | 9595 | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AM2 | 8310 | | 15 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AM3 | 8310 | | 19 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AMAN | 8310 | | 26 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AME1 | 8310 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AME2 | 8310 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AME3 | 8310 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AMEAN | 8310 | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOCM | 8300 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOCS | | | 20 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOC | | | 22 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOC | 8250 | | 14 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOC | 8278 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO1 | | | 8 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO1 | | 9502 | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8250 | | 9 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8278 | | 21 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8289 | | 18 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO2 | | | 12 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO2 | 8250 | | 58 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO2 | 8278 | | 41 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO2 | 8289 | | 51 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO3 | | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO3 | 8289 | | 51 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOAN | 8289 | | 4 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AT1 | 8310 | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AT2 | 8310 | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AT3 | 8310 | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| ATAN | 8310 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AZ1 | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| DESIG/ RATING | PNEC/SNEC PMOS/SMOS | PFYs | | CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | |
|--------------------------------------|------------------------|------|-----|-------|-----|------|-----|------|-----|------|-----|------|-----|
| | | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL |
| AZ2 | | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AZ2 | 6315 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| DK3 | | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| IT3 | 2735 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| NC1 | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PN2 | | | 8 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PN3 | | | 3 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PNSN | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| POCM | 9580 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PR1 | 8310 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| YNC | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| YN2 | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| YN3 | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| NAVY OPERATIONAL ACTIVITIES - SELRES | | | | | | | | | | | | | |
| 1311 | | 249 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| 1520 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| 2102 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| 6380 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| 7340 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| 7380 | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| AD1 | 8310 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AD2 | 8310 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AD3 | 8310 | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| ADAN | 8310 | | 14 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AEC | 8310 | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AE2 | 8310 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AE3 | 8310 | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AEAN | 8310 | | 26 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AK2 | | | 8 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AK3 | | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AKAN | | | 14 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AMC | 8310 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AM1 | 8310 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AM2 | 8310 | | 12 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AM3 | 8310 | | 16 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AMAN | 8310 | | 15 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AME1 | 8310 | | 12 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AME3 | 8310 | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AMEAN | 8310 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOCM | 8300 | | 3 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOCS | | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOCS | 8250 | | 19 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOC | | | 15 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOC | 8250 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOC | 8278 | | 14 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOC | 8289 | | 19 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOC | 8300 | | 5 | | 0 | | 0 | | 0 | | 0 | | 0 |

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| DESIG/ RATING | PNEC/SNEC PMOS/SMOS | PFYs | | CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | |
|------------------------------------|------------------------|------|-----|-------|-----|------|-----|------|-----|------|-----|------|-----|
| | | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL |
| APO1 | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 9595 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8250 | | 50 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8278 | | 38 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8289 | | 37 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO2 | | | 29 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO2 | 8250 | | 5 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO2 | 8278 | | 41 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO2 | 8289 | | 93 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO3 | | | 14 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APO3 | 8289 | | 43 | | 0 | | 0 | | 0 | | 0 | | 0 |
| APOAN | 8289 | | 8 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AT3 | 8310 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| ATAN | 8310 | | 19 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AZ2 | | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AZ3 | | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AZAN | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| DK2 | | | 13 | | 0 | | 0 | | 0 | | 0 | | 0 |
| DK3 | | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| HM2 | 8406 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| HM3 | 8406 | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| IS2 | | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| MS2 | | | 14 | | 0 | | 0 | | 0 | | 0 | | 0 |
| MS3 | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| MSSN | | | 20 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PN1 | | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PN2 | | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PN3 | | | 8 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PNSN | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PO2 | | | 28 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PO3 | | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PR3 | 8310 | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| PRAN | 8310 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| QM3 | | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| YN2 | | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| YN3 | | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| YNSN | | | 21 | | 0 | | 0 | | 0 | | 0 | | 0 |
| AN | | | 221 | | 0 | | 0 | | 0 | | 0 | | 0 |
| USMC OPERATIONAL ACTIVITIES - USMC | | | | | | | | | | | | | |
| 7551 | | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 |
| CPL | 6232 | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| CPL | 6256 | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| CPL | 6336 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| CPL | 9916 | | 4 | | 0 | | 0 | | 0 | | 0 | | 0 |
| GYSGT | 6286 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| LCPL | 6216 | | 3 | | 0 | | 0 | | 0 | | 0 | | 0 |
| LCPL | 6232 | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| DESIG/ RATING | PNEC/SNEC PMOS/SMOS | PFYs | | CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | |
|--------------------------------------|------------------------|------|------|-------|-----|------|-----|------|-----|------|-----|------|-----|
| | | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL |
| LCPL | 6256 | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| LCPL | 6286 | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| LCPL | 7382 | | 4 | | 0 | | 0 | | 0 | | 0 | | 0 |
| LCPL | 9916 | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SGT | 6216 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SGT | 6242 | | 6 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SGT | 6256 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SGT | 6336 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SGT | 7382 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SGT | 9916 | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SSGT | 6256 | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SSGT | 6336 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 |
| USMC OPERATIONAL ACTIVITIES - SMCR | | | | | | | | | | | | | |
| 7551 | | 1 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| CPL | 6232 | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SGT | 6242 | | 3 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SGT | 7382 | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SGT | 9916 | | 2 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SUMMARY TOTALS: | | | | | | | | | | | | | |
| NAVY OPERATIONAL ACTIVITIES - TAR | | | | | | | | | | | | | |
| | | 83 | 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NAVY OPERATIONAL ACTIVITIES - SELRES | | | | | | | | | | | | | |
| | | 271 | 1098 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| USMC OPERATIONAL ACTIVITIES - USMC | | | | | | | | | | | | | |
| | | 7 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| USMC OPERATIONAL ACTIVITIES - SMCR | | | | | | | | | | | | | |
| | | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| DESIG/ RATING | PNEC/SNEC PMOS/SMOS | PFYs OFF ENL | CFY01 OFF ENL | FY02 OFF ENL | FY03 OFF ENL | FY04 OFF ENL | FY05 OFF ENL |
|------------------|------------------------|-----------------|------------------|-----------------|-----------------|-----------------|-----------------|
| GRAND TOTALS: | | | | | | | |
| NAVY - TAR | | 83 700 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 |
| NAVY - SELRES | | 271 1098 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 |
| USMC - USMC | | 7 40 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 |
| USMC - SMCR | | 1 9 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 |

II.A.2.a. OPERATIONAL AND FLEET SUPPORT ACTIVITY DEACTIVATION SCHEDULE

SOURCE: Total Force Manpower Management System
Extract from Marine Corps Table of Organizations

DATE: 7/3/2001
7/13/2001

| ACTIVITY, UIC | | PFYs | CFY01 | FY02 | FY03 | FY04 | FY05 |
|-----------------------------------|-------|------|-------|------|------|------|------|
| OPERATIONAL ACTIVITIES - NAVY | | | | | | | |
| VR-59 (NAS JRB Fort Worth, Texas) | 53921 | 0 | 1 | 0 | 0 | 0 | 0 |
| TOTAL: | | 0 | 1 | 0 | 0 | 0 | 0 |

II.A.2.c. TOTAL BILLETS TO BE DELETED IN OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| DESIG/ RATING | PNEC/SNEC PMOS/SMOS | PFYs | | CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | |
|-----------------------------------|------------------------|------|-----|-------|-----|------|-----|------|-----|------|-----|------|-----|
| | | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL |
| NAVY OPERATIONAL ACTIVITIES - TAR | | | | | | | | | | | | | |
| 1311 | | 11 | | -11 | | 0 | | 0 | | 0 | | 0 | |
| 1520 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 | |
| ADC | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AD1 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AD2 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AD3 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| ADAN | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AE1 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AE2 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AE3 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AK1 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AK2 | 9590 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AM1 | 8310 | | 4 | | -4 | | 0 | | 0 | | 0 | | 0 |
| AM1 | 8310 9595 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AM2 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AM3 | 8310 | | 3 | | -3 | | 0 | | 0 | | 0 | | 0 |
| AMAN | 8310 | | 4 | | -4 | | 0 | | 0 | | 0 | | 0 |
| AME2 | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AMEAN | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| APOCS | | | 3 | | -3 | | 0 | | 0 | | 0 | | 0 |
| APOC | | | 3 | | -3 | | 0 | | 0 | | 0 | | 0 |
| APOC | 8250 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| APOC | 8278 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| APO1 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 9502 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8250 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8278 | | 3 | | -3 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8289 | | 3 | | -3 | | 0 | | 0 | | 0 | | 0 |
| APO2 | | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| APO2 | 8250 | | 9 | | -9 | | 0 | | 0 | | 0 | | 0 |
| APO2 | 8278 | | 6 | | -6 | | 0 | | 0 | | 0 | | 0 |
| APO2 | 8289 | | 8 | | -8 | | 0 | | 0 | | 0 | | 0 |
| APO3 | 8289 | | 7 | | -7 | | 0 | | 0 | | 0 | | 0 |
| AT1 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AT2 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AT3 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AZ1 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AZ2 | | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AZ2 | 6315 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| IT3 | 2735 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| NC1 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| PN2 | | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| PN3 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| PNSN | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| POCM | 9580 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |

II.A.2.c. TOTAL BILLETS TO BE DELETED IN OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| DESIG/ RATING | PNEC/SNEC PMOS/SMOS | PFYs | | CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | |
|--------------------------------------|------------------------|------|-----|-------|-----|------|-----|------|-----|------|-----|------|-----|
| | | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL |
| PR1 | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| YNC | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| YN2 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| YN3 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| NAVY OPERATIONAL ACTIVITIES - SELRES | | | | | | | | | | | | | |
| 1311 | | 37 | | -37 | | 0 | | 0 | | 0 | | 0 | |
| 2102 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 | |
| 6380 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 | |
| 7380 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 | |
| AD3 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| ADAN | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AEC | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AE3 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AEAN | 8310 | | 4 | | -4 | | 0 | | 0 | | 0 | | 0 |
| AK2 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AK3 | | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AKAN | | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AMC | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AM1 | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AM2 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AM3 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AMAN | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AME1 | 8310 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| AME3 | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AMEAN | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| APOCM | 8300 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| APOCS | | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| APOCS | 8250 | | 3 | | -3 | | 0 | | 0 | | 0 | | 0 |
| APOC | | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| APOC | 8250 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| APOC | 8278 | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| APOC | 8289 | | 3 | | -3 | | 0 | | 0 | | 0 | | 0 |
| APO1 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 9595 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8250 | | 8 | | -8 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8278 | | 6 | | -6 | | 0 | | 0 | | 0 | | 0 |
| APO1 | 8289 | | 6 | | -6 | | 0 | | 0 | | 0 | | 0 |
| APO2 | | | 4 | | -4 | | 0 | | 0 | | 0 | | 0 |
| APO2 | 8278 | | 6 | | -6 | | 0 | | 0 | | 0 | | 0 |
| APO2 | 8289 | | 15 | | -15 | | 0 | | 0 | | 0 | | 0 |
| APO3 | | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| APO3 | 8289 | | 6 | | -6 | | 0 | | 0 | | 0 | | 0 |
| AT3 | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| ATAN | 8310 | | 3 | | -3 | | 0 | | 0 | | 0 | | 0 |
| AZ3 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| AZAN | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| DK2 | | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |

II.A.2.c. TOTAL BILLETS TO BE DELETED IN OPERATIONAL AND FLEET SUPPORT ACTIVITIES

| DESIG/ RATING | PNEC/SNEC PMOS/SMOS | PFYs | | CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | |
|------------------|------------------------|------|-----|-------|-----|------|-----|------|-----|------|-----|------|-----|
| | | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL |
| DK3 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| HM2 | 8406 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| HM3 | 8406 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| IS2 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| MS2 | | | 2 | | -2 | | 0 | | 0 | | 0 | | 0 |
| MS3 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| MSSN | | | 3 | | -3 | | 0 | | 0 | | 0 | | 0 |
| PN1 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| PN3 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| PNSN | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| PO2 | | | 4 | | -4 | | 0 | | 0 | | 0 | | 0 |
| PO3 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| PR3 | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| PRAN | 8310 | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| YN3 | | | 1 | | -1 | | 0 | | 0 | | 0 | | 0 |
| YNSN | | | 3 | | -3 | | 0 | | 0 | | 0 | | 0 |
| AN | | | 32 | | -32 | | 0 | | 0 | | 0 | | 0 |

SUMMARY TOTALS:

NAVY OPERATIONAL ACTIVITIES - TAR
12 104 -12 -104 0 0 0 0 0 0 0 0

NAVY OPERATIONAL ACTIVITIES - SELRES
40 161 -40 -161 0 0 0 0 0 0 0 0

GRAND TOTALS:

NAVY - TAR
12 104 -12 -104 0 0 0 0 0 0 0 0

NAVY - SELRES
40 161 -40 -161 0 0 0 0 0 0 0 0

II.A.4. CHARGEABLE STUDENT BILLET REQUIREMENTS

| ACTIVITY, LOCATION, UIC | USN/ USMC | PFYs | | CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | |
|---|--------------|------|-----|-------|-----|------|-----|------|-----|------|-----|------|-----|
| | | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL |
| 375th Logistics Support Squadron, Scott AFB, Illinois, No UIC | | | | | | | | | | | | | |
| | NAVY | | 2.9 | | 2.9 | | 2.5 | | 2.5 | | 2.5 | | 2.5 |
| | USMC | | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 |
| American Airlines Training and Conference Center, Fort Worth, Texas, No UIC | | | | | | | | | | | | | |
| | NAVY | | 0.2 | | 0.2 | | 0.2 | | 0.2 | | 0.2 | | 0.2 |
| | USMC | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Commander, Fleet Logistics Support Wing, Naval Air Station, JRB, Fort Worth, Texas, 53831 | | | | | | | | | | | | | |
| | NAVY | | 0.8 | | 0.8 | | 0.7 | | 0.7 | | 0.7 | | 0.7 |
| | USMC | | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 |
| Flight Safety Boeing Training International, Lambert Field, St. Louis, Missouri, No UIC | | | | | | | | | | | | | |
| | NAVY | 1.3 | 1.4 | 1.3 | 1.4 | 1.0 | 1.2 | 1.0 | 1.2 | 1.0 | 1.2 | 1.0 | 1.2 |
| | USMC | 0.1 | 0.2 | 0.1 | 0.2 | 0.1 | 0.2 | 0.1 | 0.2 | 0.1 | 0.2 | 0.1 | 0.2 |
| SUMMARY TOTALS: | | | | | | | | | | | | | |
| | NAVY | 1.3 | 5.3 | 1.3 | 5.3 | 1.0 | 4.6 | 1.0 | 4.6 | 1.0 | 4.6 | 1.0 | 4.6 |
| | USMC | 0.1 | 0.4 | 0.1 | 0.4 | 0.1 | 0.4 | 0.1 | 0.4 | 0.1 | 0.4 | 0.1 | 0.4 |
| GRAND TOTALS: | | | | | | | | | | | | | |
| | | 1.4 | 5.7 | 1.4 | 5.7 | 1.1 | 5.0 | 1.1 | 5.0 | 1.1 | 5.0 | 1.1 | 5.0 |

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

| DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS | BILLET BASE | CFY01 +/- CUM | FY02 +/- CUM | FY03 +/- CUM | FY04 +/- CUM | FY05 +/- CUM |
|------------------|---------------|---------------|----------------|------------------|-----------------|-----------------|-----------------|-----------------|
|------------------|---------------|---------------|----------------|------------------|-----------------|-----------------|-----------------|-----------------|

a. OFFICER - USN

Operational Billets ACDU and TAR

| | | | | | | | | | | | |
|------|--|--|----|-----|----|---|----|---|----|---|----|
| 1311 | | | 76 | -11 | 65 | 0 | 65 | 0 | 65 | 0 | 65 |
| 1520 | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |

Chargeable Student Billets ACDU and TAR

| | | | | | | | | | | | |
|--|--|--|---|---|---|---|---|---|---|---|---|
| | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
|--|--|--|---|---|---|---|---|---|---|---|---|

SELRES Billets

| | | | | | | | | | | | |
|------|--|--|-----|-----|-----|---|-----|---|-----|---|-----|
| 1311 | | | 249 | -37 | 212 | 0 | 212 | 0 | 212 | 0 | 212 |
| 1520 | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| 2102 | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| 6380 | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| 7340 | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| 7380 | | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |

TOTAL USN OFFICER BILLETS:

| | | | | | | | | | | | |
|-------------|--|--|----|-----|----|---|----|---|----|---|----|
| Operational | | | 83 | -12 | 71 | 0 | 71 | 0 | 71 | 0 | 71 |
|-------------|--|--|----|-----|----|---|----|---|----|---|----|

| | | | | | | | | | | | |
|--------------------|--|--|---|---|---|---|---|---|---|---|---|
| Chargeable Student | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
|--------------------|--|--|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | |
|--------|--|--|-----|-----|-----|---|-----|---|-----|---|-----|
| SELRES | | | 271 | -40 | 231 | 0 | 231 | 0 | 231 | 0 | 231 |
|--------|--|--|-----|-----|-----|---|-----|---|-----|---|-----|

b. ENLISTED - USN

Operational Billets ACDU and TAR

| | | | | | | | | | | | |
|------|------|------|----|----|----|---|----|---|----|---|----|
| ADC | 8310 | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| AD1 | 8310 | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| AD2 | 8310 | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| AD3 | 8310 | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| ADAN | 8310 | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| AE1 | 8310 | | 14 | -2 | 12 | 0 | 12 | 0 | 12 | 0 | 12 |
| AE2 | 8310 | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| AE3 | 8310 | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| AEAN | 8310 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| AK1 | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| AK2 | | 9590 | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| AK3 | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| AM1 | 8310 | | 26 | -4 | 22 | 0 | 22 | 0 | 22 | 0 | 22 |
| AM1 | 8310 | 9595 | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| AM2 | 8310 | | 15 | -2 | 13 | 0 | 13 | 0 | 13 | 0 | 13 |
| AM3 | 8310 | | 19 | -3 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| AMAN | 8310 | | 26 | -4 | 22 | 0 | 22 | 0 | 22 | 0 | 22 |

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

| DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS | BILLET BASE | CFY01 +/- | CUM | FY02 +/- | CUM | FY03 +/- | CUM | FY04 +/- | CUM | FY05 +/- | CUM |
|---|---------------|---------------|----------------|--------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| AME1 | 8310 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| AME2 | 8310 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| AME3 | 8310 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| AMEAN | 8310 | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| APOCM | 8300 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| APOCS | | | 20 | -3 | 17 | 0 | 17 | 0 | 17 | 0 | 17 | 0 | 17 |
| APOC | | | 22 | -3 | 19 | 0 | 19 | 0 | 19 | 0 | 19 | 0 | 19 |
| APOC | 8250 | | 14 | -2 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 |
| APOC | 8278 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| APO1 | | | 8 | -1 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 |
| APO1 | | 9502 | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| APO1 | 8250 | | 9 | -1 | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 8 |
| APO1 | 8278 | | 21 | -3 | 18 | 0 | 18 | 0 | 18 | 0 | 18 | 0 | 18 |
| APO1 | 8289 | | 18 | -3 | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 15 |
| APO2 | | | 12 | -2 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| APO2 | 8250 | | 58 | -9 | 49 | 0 | 49 | 0 | 49 | 0 | 49 | 0 | 49 |
| APO2 | 8278 | | 41 | -6 | 35 | 0 | 35 | 0 | 35 | 0 | 35 | 0 | 35 |
| APO2 | 8289 | | 51 | -8 | 43 | 0 | 43 | 0 | 43 | 0 | 43 | 0 | 43 |
| APO3 | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| APO3 | 8289 | | 51 | -7 | 44 | 0 | 44 | 0 | 44 | 0 | 44 | 0 | 44 |
| APOAN | 8289 | | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 |
| AT1 | 8310 | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| AT2 | 8310 | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| AT3 | 8310 | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| ATAN | 8310 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| AZ1 | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| AZ2 | | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| AZ2 | 6315 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| DK3 | | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| IT3 | 2735 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| NC1 | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| PN2 | | | 8 | -2 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| PN3 | | | 3 | -1 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| PNSN | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| POCM | | 9580 | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| PR1 | 8310 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| YNC | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| YN2 | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| YN3 | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| Chargeable Student Billets ACDU and TAR | | | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| SELRES Billets | | | | | | | | | | | | | |
| AD1 | 8310 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| AD2 | 8310 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| AD3 | 8310 | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| ADAN | 8310 | | 14 | -2 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 |

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

| DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS | BILLET BASE | CFY01 +/- | CUM | FY02 +/- | CUM | FY03 +/- | CUM | FY04 +/- | CUM | FY05 +/- | CUM |
|------------------|---------------|---------------|----------------|--------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| AEC | 8310 | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| AE2 | 8310 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| AE3 | 8310 | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| AEAN | 8310 | | 26 | -4 | 22 | 0 | 22 | 0 | 22 | 0 | 22 | 0 | 22 |
| AK2 | | | 8 | -1 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 |
| AK3 | | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| AKAN | | | 14 | -2 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 |
| AMC | 8310 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| AM1 | 8310 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| AM2 | 8310 | | 12 | -2 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| AM3 | 8310 | | 16 | -2 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 14 |
| AMAN | 8310 | | 15 | -2 | 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 13 |
| AME1 | 8310 | | 12 | -2 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| AME3 | 8310 | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| AMEAN | 8310 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| APOCM | 8300 | | 3 | -1 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| APOCS | | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| APOCS | 8250 | | 19 | -3 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| APOC | | | 15 | -2 | 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 13 |
| APOC | 8250 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| APOC | 8278 | | 14 | -2 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 |
| APOC | 8289 | | 19 | -3 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| APOC | 8300 | | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| APO1 | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| APO1 | | 9595 | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| APO1 | 8250 | | 50 | -8 | 42 | 0 | 42 | 0 | 42 | 0 | 42 | 0 | 42 |
| APO1 | 8278 | | 38 | -6 | 32 | 0 | 32 | 0 | 32 | 0 | 32 | 0 | 32 |
| APO1 | 8289 | | 37 | -6 | 31 | 0 | 31 | 0 | 31 | 0 | 31 | 0 | 31 |
| APO2 | | | 29 | -4 | 25 | 0 | 25 | 0 | 25 | 0 | 25 | 0 | 25 |
| APO2 | 8250 | | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| APO2 | 8278 | | 41 | -6 | 35 | 0 | 35 | 0 | 35 | 0 | 35 | 0 | 35 |
| APO2 | 8289 | | 93 | -15 | 78 | 0 | 78 | 0 | 78 | 0 | 78 | 0 | 78 |
| APO3 | | | 14 | -2 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 |
| APO3 | 8289 | | 43 | -6 | 37 | 0 | 37 | 0 | 37 | 0 | 37 | 0 | 37 |
| APOAN | 8289 | | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 8 |
| AT3 | 8310 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| ATAN | 8310 | | 19 | -3 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| AZ2 | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| AZ3 | | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| AZAN | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| DK2 | | | 13 | -2 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 |
| DK3 | | | 2 | -1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| HM2 | 8406 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| HM3 | 8406 | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| IS2 | | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| MS2 | | | 14 | -2 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 |
| MS3 | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| MSSN | | | 20 | -3 | 17 | 0 | 17 | 0 | 17 | 0 | 17 | 0 | 17 |

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

| DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS | BILLET BASE | CFY01 +/- | CUM | FY02 +/- | CUM | FY03 +/- | CUM | FY04 +/- | CUM | FY05 +/- | CUM |
|------------------|---------------|---------------|----------------|--------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| PN1 | | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| PN2 | | | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| PN3 | | | 8 | -1 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 |
| PNSN | | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| PO2 | | | 28 | -4 | 24 | 0 | 24 | 0 | 24 | 0 | 24 | 0 | 24 |
| PO3 | | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| PR3 | 8310 | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| PRAN | 8310 | | 7 | -1 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| QM3 | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| YN2 | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| YN3 | | | 6 | -1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| YNSN | | | 21 | -3 | 18 | 0 | 18 | 0 | 18 | 0 | 18 | 0 | 18 |
| AN | | | 221 | -32 | 189 | 0 | 189 | 0 | 189 | 0 | 189 | 0 | 189 |

TOTAL USN ENLISTED BILLETS:

| | | | | | | | | | | | |
|--------------------|------|------|-----|---|-----|---|-----|---|-----|---|-----|
| Operational | 700 | -104 | 596 | 0 | 596 | 0 | 596 | 0 | 596 | 0 | 596 |
| Chargeable Student | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 |
| SELRES | 1098 | -161 | 937 | 0 | 937 | 0 | 937 | 0 | 937 | 0 | 937 |

c. OFFICER - USMC

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Operational Billets USMC and AR 7551 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 |
| Chargeable Student Billets USMC and AR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SMCR Billets 7551 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

TOTAL USMC OFFICER BILLETS:

| | | | | | | | | | | | |
|--------------------|---|---|---|---|---|---|---|---|---|---|---|
| Operational | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 |
| Chargeable Student | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SMCR | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

| DESIG/ RATING | PNEC/ PMOS | SNEC/ SMOS | BILLET BASE | CFY01 +/- CUM | FY02 +/- CUM | FY03 +/- CUM | FY04 +/- CUM | FY05 +/- CUM |
|------------------|---------------|---------------|----------------|------------------|-----------------|-----------------|-----------------|-----------------|
|------------------|---------------|---------------|----------------|------------------|-----------------|-----------------|-----------------|-----------------|

d. ENLISTED - USMC

Operational Billets USMC and AR

| | | | | | | | | | | | | | |
|-------|------|--|---|---|---|---|---|---|---|---|---|---|---|
| CPL | 6232 | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| CPL | 6256 | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| CPL | 6336 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| CPL | 9916 | | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 |
| GYSGT | 6286 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| LCPL | 6216 | | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 |
| LCPL | 6232 | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| LCPL | 6256 | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| LCPL | 6286 | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| LCPL | 7382 | | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 |
| LCPL | 9916 | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| SGT | 6216 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| SGT | 6242 | | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 |
| SGT | 6256 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| SGT | 6336 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| SGT | 7382 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| SGT | 9916 | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| SSGT | 6256 | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| SSGT | 6336 | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |

Chargeable Student Billets USMC and AR

| | | | | | | | | | | | | | |
|--|--|--|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
|--|--|--|---|---|---|---|---|---|---|---|---|---|---|

SMCR Billets

| | | | | | | | | | | | | | |
|-----|------|--|---|---|---|---|---|---|---|---|---|---|---|
| CPL | 6232 | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| SGT | 6242 | | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 |
| SGT | 7382 | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| SGT | 9916 | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |

TOTAL USMC ENLISTED BILLETS:

| | | | | | | | | | | | | | |
|-------------|--|--|----|---|----|---|----|---|----|---|----|---|----|
| Operational | | | 40 | 0 | 40 | 0 | 40 | 0 | 40 | 0 | 40 | 0 | 40 |
|-------------|--|--|----|---|----|---|----|---|----|---|----|---|----|

| | | | | | | | | | | | | | |
|--------------------|--|--|---|---|---|---|---|---|---|---|---|---|---|
| Chargeable Student | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
|--------------------|--|--|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | |
|------|--|--|---|---|---|---|---|---|---|---|---|---|---|
| SMCR | | | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 |
|------|--|--|---|---|---|---|---|---|---|---|---|---|---|

II.B. PERSONNEL REQUIREMENTS

II.B.1. ANNUAL TRAINING INPUT REQUIREMENTS

CIN, COURSE TITLE: C-C9-XX05, C-9B Initial Simulation Training (Pilot/Co-Pilot)

COURSE LENGTH: 2.0 Weeks

NAVY TOUR LENGTH: 36 Months

ATTRITION FACTOR: Navy: 0% USMC: 0%

BACKOUT FACTOR: 0.00

| TRAINING ACTIVITY | SOURCE | ACDU/TAR SELRES | CFY01 OFF ENL | FY02 OFF ENL | FY03 OFF ENL | FY04 OFF ENL | FY05 OFF ENL |
|---|--------|--------------------|------------------|-----------------|-----------------|-----------------|-----------------|
| Flight Safety Boeing Training International, Lambert Field, St. Louis, Missouri | | | | | | | |
| | NAVY | TAR | 25 | 22 | 22 | 22 | 22 |
| | | SELRES | 21 | 21 | 21 | 21 | 21 |
| | USMC | USMC | 2 | 2 | 2 | 2 | 2 |
| | | TOTAL: | 48 | 45 | 45 | 45 | 45 |

CIN, COURSE TITLE: C-C9-XX10, C-9B Refresher Simulation Training (Pilot/Co-Pilot)

COURSE LENGTH: 0.8 Weeks

NAVY TOUR LENGTH: 36 Months

ATTRITION FACTOR: Navy: 0% USMC: 0%

BACKOUT FACTOR: 0.00

| TRAINING ACTIVITY | SOURCE | ACDU/TAR SELRES | CFY01 OFF ENL | FY02 OFF ENL | FY03 OFF ENL | FY04 OFF ENL | FY05 OFF ENL |
|---|--------|--------------------|------------------|-----------------|-----------------|-----------------|-----------------|
| Flight Safety Boeing Training International, Lambert Field, St. Louis, Missouri | | | | | | | |
| | NAVY | TAR | 25 | 22 | 22 | 22 | 22 |
| | | SELRES | 21 | 21 | 21 | 21 | 21 |
| | USMC | USMC | 2 | 2 | 2 | 2 | 2 |
| | | TOTAL: | 48 | 45 | 45 | 45 | 45 |

CIN, COURSE TITLE: R-553-3000, Fixed Wing Loadmaster

COURSE LENGTH: 2.0 Weeks

NAVY TOUR LENGTH: 36 Months

ATTRITION FACTOR: Navy: 10% USMC: 0%

BACKOUT FACTOR: 0.00

| TRAINING ACTIVITY | SOURCE | ACDU/TAR SELRES | CFY01 OFF ENL | FY02 OFF ENL | FY03 OFF ENL | FY04 OFF ENL | FY05 OFF ENL |
|---|--------|--------------------|------------------|-----------------|-----------------|-----------------|-----------------|
| Commander, Fleet Logistics Support Wing, Naval Air Station JRB, Fort Worth, Texas | | | | | | | |
| | NAVY | TAR | 25 | 22 | 22 | 22 | 22 |
| | | SELRES | 8 | 8 | 8 | 8 | 8 |
| | USMC | USMC | 3 | 3 | 3 | 3 | 3 |
| | | SMCR | 0 | 0 | 1 | 0 | 0 |
| | | TOTAL: | 36 | 33 | 34 | 33 | 33 |

II.B.1. ANNUAL TRAINING INPUT REQUIREMENTS

CIN, COURSE TITLE: C-C9-XX06, C-9B Initial Simulation Training (Crew Chief/Flight Engineer)

COURSE LENGTH: 2.0 Weeks

NAVY TOUR LENGTH: 36 Months

ATTRITION FACTOR: Navy: 10% USMC: 0%

BACKOUT FACTOR: 0.00

| TRAINING | | ACDU/TAR | CFY01 | FY02 | FY03 | FY04 | FY05 |
|---|--------|----------|---------|---------|---------|---------|---------|
| ACTIVITY | SOURCE | SELRES | OFF ENL | OFF ENL | OFF ENL | OFF ENL | OFF ENL |
| Flight Safety Boeing Training International, Lambert Field, St. Louis, Missouri | | | | | | | |
| | NAVY | TAR | 30 | 25 | 25 | 25 | 25 |
| | | SELRES | 7 | 7 | 7 | 7 | 7 |
| | USMC | USMC | 5 | 5 | 5 | 5 | 5 |
| | | SMCR | 0 | 1 | 0 | 1 | 0 |
| | | TOTAL: | 42 | 38 | 37 | 38 | 37 |

CIN, COURSE TITLE: C-C9-XX11, C-9B Refresher Simulation Training (Crew Chief/Flight Engineer)

COURSE LENGTH: 0.8 Weeks

NAVY TOUR LENGTH: 36 Months

ATTRITION FACTOR: Navy: 10% USMC: 0%

BACKOUT FACTOR: 0.00

| TRAINING | | ACDU/TAR | CFY01 | FY02 | FY03 | FY04 | FY05 |
|---|--------|----------|---------|---------|---------|---------|---------|
| ACTIVITY | SOURCE | SELRES | OFF ENL | OFF ENL | OFF ENL | OFF ENL | OFF ENL |
| Flight Safety Boeing Training International, Lambert Field, St. Louis, Missouri | | | | | | | |
| | NAVY | TAR | 30 | 25 | 25 | 25 | 25 |
| | | SELRES | 7 | 7 | 7 | 7 | 7 |
| | USMC | USMC | 3 | 3 | 3 | 3 | 3 |
| | | SMCR | 0 | 1 | 0 | 1 | 0 |
| | | TOTAL: | 40 | 36 | 35 | 36 | 35 |

CIN, COURSE TITLE: C-C9-XX15, C-9 Flight Attendant Emergency Egress Refresher Course

COURSE LENGTH: 0.4 Weeks

NAVY TOUR LENGTH: 36 Months

ATTRITION FACTOR: Navy: 10% USMC: 0%

BACKOUT FACTOR: 0.00

| TRAINING | | ACDU/TAR | CFY01 | FY02 | FY03 | FY04 | FY05 |
|---|--------|----------|---------|---------|---------|---------|---------|
| ACTIVITY | SOURCE | SELRES | OFF ENL | OFF ENL | OFF ENL | OFF ENL | OFF ENL |
| American Airlines Training and Conference Center, Fort Worth, Texas | | | | | | | |
| | NAVY | TAR | 45 | 39 | 39 | 39 | 39 |
| | | SELRES | 17 | 17 | 17 | 17 | 17 |
| | USMC | USMC | 4 | 4 | 4 | 4 | 4 |
| | | SMCR | 0 | 0 | 1 | 0 | 0 |
| | | TOTAL: | 66 | 60 | 61 | 60 | 60 |

CIN, COURSE TITLE: R-102-0906, C-9B Avionics

COURSE LENGTH: 1.6 Weeks

NAVY TOUR LENGTH: 36 Months

ATTRITION FACTOR: Navy: 10% USMC: 0%

BACKOUT FACTOR: 0.00

| TRAINING | | ACDU/TAR | CFY01 | FY02 | FY03 | FY04 | FY05 |
|---|--------|----------|---------|---------|---------|---------|---------|
| ACTIVITY | SOURCE | SELRES | OFF ENL | OFF ENL | OFF ENL | OFF ENL | OFF ENL |
| 375th Logistics Support Squadron, Scott AFB, Illinois | | | | | | | |
| | NAVY | TAR | 30 | 25 | 25 | 25 | 25 |
| | | SELRES | 6 | 6 | 6 | 6 | 6 |
| | USMC | USMC | 1 | 1 | 1 | 1 | 1 |
| | | TOTAL: | 37 | 32 | 32 | 32 | 32 |

II.B.1. ANNUAL TRAINING INPUT REQUIREMENTS

CIN, COURSE TITLE: R-601-0903, C-9 Ground School Airframe and Systems Course Block Two
 COURSE LENGTH: 1.2 Weeks NAVY TOUR LENGTH: 36 Months
 ATTRITION FACTOR: Navy: 10% USMC: 0% BACKOUT FACTOR: 0.00

| TRAINING | | ACDU/TAR | CFY01 | FY02 | FY03 | FY04 | FY05 |
|---|--------|----------|---------|---------|---------|---------|---------|
| ACTIVITY | SOURCE | SELRES | OFF ENL | OFF ENL | OFF ENL | OFF ENL | OFF ENL |
| 375th Logistics Support Squadron, Scott AFB, Illinois | | | | | | | |
| | NAVY | TAR | 27 | 23 | 23 | 23 | 23 |
| | | SELRES | 5 | 5 | 5 | 5 | 5 |
| | USMC | USMC | 2 | 2 | 2 | 2 | 2 |
| | | TOTAL: | 34 | 30 | 30 | 30 | 30 |

CIN, COURSE TITLE: R-602-0902, C-9 Ground School Airframe and Systems Course Block One
 COURSE LENGTH: 1.2 Weeks NAVY TOUR LENGTH: 36 Months
 ATTRITION FACTOR: Navy: 10% USMC: 0% BACKOUT FACTOR: 0.00

| TRAINING | | ACDU/TAR | CFY01 | FY02 | FY03 | FY04 | FY05 |
|---|--------|----------|---------|---------|---------|---------|---------|
| ACTIVITY | SOURCE | SELRES | OFF ENL | OFF ENL | OFF ENL | OFF ENL | OFF ENL |
| 375th Logistics Support Squadron, Scott AFB, Illinois | | | | | | | |
| | NAVY | TAR | 21 | 18 | 18 | 18 | 18 |
| | | SELRES | 6 | 6 | 6 | 6 | 6 |
| | USMC | USMC | 1 | 1 | 1 | 1 | 1 |
| | | TOTAL: | 28 | 25 | 25 | 25 | 25 |

CIN, COURSE TITLE: R-602-0908, C-9B Environmental
 COURSE LENGTH: 0.6 Weeks NAVY TOUR LENGTH: 36 Months
 ATTRITION FACTOR: Navy: 10% USMC: 0% BACKOUT FACTOR: 0.00

| TRAINING | | ACDU/TAR | CFY01 | FY02 | FY03 | FY04 | FY05 |
|---|--------|----------|---------|---------|---------|---------|---------|
| ACTIVITY | SOURCE | SELRES | OFF ENL | OFF ENL | OFF ENL | OFF ENL | OFF ENL |
| 375th Logistics Support Squadron, Scott AFB, Illinois | | | | | | | |
| | NAVY | TAR | 63 | 54 | 54 | 54 | 54 |
| | | SELRES | 11 | 11 | 11 | 11 | 11 |
| | USMC | USMC | 1 | 1 | 1 | 1 | 1 |
| | | TOTAL: | 75 | 66 | 66 | 66 | 66 |

CIN, COURSE TITLE: R-603-0904, C-9 Ground School Airframe and Systems Course Block Three
 COURSE LENGTH: 1.2 Weeks NAVY TOUR LENGTH: 36 Months
 ATTRITION FACTOR: Navy: 10% USMC: 0% BACKOUT FACTOR: 0.00

| TRAINING | | ACDU/TAR | CFY01 | FY02 | FY03 | FY04 | FY05 |
|---|--------|----------|---------|---------|---------|---------|---------|
| ACTIVITY | SOURCE | SELRES | OFF ENL | OFF ENL | OFF ENL | OFF ENL | OFF ENL |
| 375th Logistics Support Squadron, Scott AFB, Illinois | | | | | | | |
| | NAVY | TAR | 42 | 36 | 36 | 36 | 36 |
| | | SELRES | 8 | 8 | 8 | 8 | 8 |
| | USMC | USMC | 5 | 5 | 5 | 5 | 5 |
| | | TOTAL: | 55 | 49 | 49 | 49 | 49 |

PART III - TRAINING REQUIREMENTS

The following elements are not affected by the C9-B/DC-9 and, therefore, are not included in Part III of this NTSP:

III.A.1. Initial Training Requirements

III.A.2. Follow-on Training

III.A.2.b. Planned Courses

III.A.2.c. Unique Courses

III.A.3. Existing Training Phased Out

Note 1: All initial training requirements are fulfilled prior to personnel assignment to squadrons.

Note 2: There are no planned or unique courses for the C9-B/DC-9. As the C-40A is phased-in personnel will attend training for that platform. Existing training will continue until all C-9B/DC-9 Aircraft are retired. VR-59 is scheduled to receive the first four C-40A aircraft in FY01. The next scheduled aircraft delivery will be for VR-58 and will be spread out from FY02 through FY07.

Note 3: Instructors located at the training installations are contractors. Those activities do not have a Unit Identification Code (UIC) and therefore are identified as "No UIC" throughout this document.

PART III - TRAINING REQUIREMENTS

III.A. TRAINING COURSE REQUIREMENTS

III.A.2. FOLLOW-ON TRAINING

III.A.2.a. EXISTING COURSES

CIN, COURSE TITLE: C-C9-XX05, C-9B Initial Simulation Training (Pilot/Co-Pilot)

TRAINING ACTIVITY: Flight Safety Boeing Training International

LOCATION, UIC: Lambert Field, St. Louis, Missouri, No UIC

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| 25 | | 22 | | 22 | | 22 | | 22 | | ATIR |
| 25 | | 22 | | 22 | | 22 | | 22 | | Output |
| 1.0 | | 0.8 | | 0.8 | | 0.8 | | 0.8 | | AOB |
| 1.0 | | 0.8 | | 0.8 | | 0.8 | | 0.8 | | Chargeable |

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| 21 | | 21 | | 21 | | 21 | | 21 | | ATIR |
| 21 | | 21 | | 21 | | 21 | | 21 | | Output |
| 0.8 | | 0.8 | | 0.8 | | 0.8 | | 0.8 | | AOB |
| 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** USMC - AR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| 2 | | 2 | | 2 | | 2 | | 2 | | ATIR |
| 2 | | 2 | | 2 | | 2 | | 2 | | Output |
| 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | | AOB |
| 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | | Chargeable |

III.A.2.a. EXISTING COURSES

CIN, COURSE TITLE: C-C9-XX10, C-9B Refresher Simulation Training (Pilot/Co-Pilot)
TRAINING ACTIVITY: Flight Safety Boeing Training International
LOCATION, UIC: Lambert Field, St. Louis, Missouri, No UIC

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| 25 | | 22 | | 22 | | 22 | | 22 | | ATIR |
| 25 | | 22 | | 22 | | 22 | | 22 | | Output |
| 0.3 | | 0.2 | | 0.2 | | 0.2 | | 0.2 | | AOB |
| 0.3 | | 0.2 | | 0.2 | | 0.2 | | 0.2 | | Chargeable |

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| 21 | | 21 | | 21 | | 21 | | 21 | | ATIR |
| 21 | | 21 | | 21 | | 21 | | 21 | | Output |
| 0.2 | | 0.2 | | 0.2 | | 0.2 | | 0.2 | | AOB |
| 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** USMC - AR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| 2 | | 2 | | 2 | | 2 | | 2 | | ATIR |
| 2 | | 2 | | 2 | | 2 | | 2 | | Output |
| 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | AOB |
| 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | Chargeable |

III.A.2.a. EXISTING COURSES

CIN, COURSE TITLE: R-553-3000, Fixed Wing Loadmaster
TRAINING ACTIVITY: Commander, Fleet Logistics Support Wing
LOCATION, UIC: Naval Air Station JRB, Fort Worth, Texas, 53831

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 25 | | 22 | | 22 | | 22 | | 22 | ATIR |
| | 23 | | 20 | | 20 | | 20 | | 20 | Output |
| | 0.8 | | 0.7 | | 0.7 | | 0.7 | | 0.7 | AOB |
| | 0.8 | | 0.7 | | 0.7 | | 0.7 | | 0.7 | Chargeable |

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 8 | | 8 | | 8 | | 8 | | 8 | ATIR |
| | 8 | | 8 | | 8 | | 8 | | 8 | Output |
| | 0.3 | | 0.3 | | 0.3 | | 0.3 | | 0.3 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** USMC - AR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 3 | | 3 | | 3 | | 3 | | 3 | ATIR |
| | 3 | | 3 | | 3 | | 3 | | 3 | Output |
| | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | AOB |
| | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** SMCR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 0 | | 0 | | 1 | | 0 | | 0 | ATIR |
| | 0 | | 0 | | 1 | | 0 | | 0 | Output |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

III.A.2.a. EXISTING COURSES

CIN, COURSE TITLE: C-C9-XX06, C-9B Initial Simulation Training (Crew Chief/Flight Engineer)
TRAINING ACTIVITY: Flight Safety Boeing Training International
LOCATION, UIC: Lambert Field, St. Louis, Missouri, No UIC

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 30 | | 25 | | 25 | | 25 | | 25 | ATIR |
| | 27 | | 23 | | 23 | | 23 | | 23 | Output |
| | 1.1 | | 0.9 | | 0.9 | | 0.9 | | 0.9 | AOB |
| | 1.1 | | 0.9 | | 0.9 | | 0.9 | | 0.9 | Chargeable |

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 7 | | 7 | | 7 | | 7 | | 7 | ATIR |
| | 7 | | 7 | | 7 | | 7 | | 7 | Output |
| | 0.3 | | 0.3 | | 0.3 | | 0.3 | | 0.3 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** USMC - AR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 5 | | 5 | | 5 | | 5 | | 5 | ATIR |
| | 5 | | 5 | | 5 | | 5 | | 5 | Output |
| | 0.2 | | 0.2 | | 0.2 | | 0.2 | | 0.2 | AOB |
| | 0.2 | | 0.2 | | 0.2 | | 0.2 | | 0.2 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** SMCR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 0 | | 1 | | 0 | | 1 | | 0 | ATIR |
| | 0 | | 1 | | 0 | | 1 | | 0 | Output |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

III.A.2.a. EXISTING COURSES

CIN, COURSE TITLE: C-C9-XX11, C-9B Refresher Simulation Training (Crew Chief/Flight Engineer)
TRAINING ACTIVITY: Flight Safety Boeing Training International
LOCATION, UIC: Lambert Field, St. Louis, Missouri, No UIC

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 30 | | 25 | | 25 | | 25 | | 25 | ATIR |
| | 27 | | 23 | | 23 | | 23 | | 23 | Output |
| | 0.3 | | 0.3 | | 0.3 | | 0.3 | | 0.3 | AOB |
| | 0.3 | | 0.3 | | 0.3 | | 0.3 | | 0.3 | Chargeable |

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 7 | | 7 | | 7 | | 7 | | 7 | ATIR |
| | 7 | | 7 | | 7 | | 7 | | 7 | Output |
| | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** USMC - AR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 3 | | 3 | | 3 | | 3 | | 3 | ATIR |
| | 3 | | 3 | | 3 | | 3 | | 3 | Output |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** SMCR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 0 | | 1 | | 0 | | 1 | | 0 | ATIR |
| | 0 | | 1 | | 0 | | 1 | | 0 | Output |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

III.A.2.a. EXISTING COURSES

CIN, COURSE TITLE: C-C9-XX15, C-9 Flight Attendant Emergency Egress Refresher Course
TRAINING ACTIVITY: American Airlines Training and Conference Center
LOCATION, UIC: Fort Worth, Texas, No UIC

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 45 | | 39 | | 39 | | 39 | | 39 | ATIR |
| | 41 | | 35 | | 35 | | 35 | | 35 | Output |
| | 0.2 | | 0.2 | | 0.2 | | 0.2 | | 0.2 | AOB |
| | 0.2 | | 0.2 | | 0.2 | | 0.2 | | 0.2 | Chargeable |

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 17 | | 17 | | 17 | | 17 | | 17 | ATIR |
| | 17 | | 17 | | 17 | | 17 | | 17 | Output |
| | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** USMC - AR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 4 | | 4 | | 4 | | 4 | | 4 | ATIR |
| | 4 | | 4 | | 4 | | 4 | | 4 | Output |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** SMCR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 0 | | 0 | | 1 | | 0 | | 0 | ATIR |
| | 0 | | 0 | | 1 | | 0 | | 0 | Output |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

III.A.2.a. EXISTING COURSES

CIN, COURSE TITLE: R-102-0906, C-9B Avionics
TRAINING ACTIVITY: 375th Logistics Support Squadron
LOCATION, UIC: Scott AFB, Illinois, No UIC

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 30 | | 25 | | 25 | | 25 | | 25 | ATIR |
| | 27 | | 23 | | 23 | | 23 | | 23 | Output |
| | 0.8 | | 0.7 | | 0.7 | | 0.7 | | 0.7 | AOB |
| | 0.8 | | 0.7 | | 0.7 | | 0.7 | | 0.7 | Chargeable |

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 6 | | 6 | | 6 | | 6 | | 6 | ATIR |
| | 6 | | 6 | | 6 | | 6 | | 6 | Output |
| | 0.2 | | 0.2 | | 0.2 | | 0.2 | | 0.2 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** USMC - AR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 1 | | 1 | | 1 | | 1 | | 1 | ATIR |
| | 1 | | 1 | | 1 | | 1 | | 1 | Output |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

CIN, COURSE TITLE: R-601-0903, C-9 Ground School Airframe and Systems Course Block Two
TRAINING ACTIVITY: 375th Logistics Support Squadron
LOCATION, UIC: Scott AFB, Illinois, No UIC

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 27 | | 23 | | 23 | | 23 | | 23 | ATIR |
| | 24 | | 21 | | 21 | | 21 | | 21 | Output |
| | 0.4 | | 0.4 | | 0.4 | | 0.4 | | 0.4 | AOB |
| | 0.4 | | 0.4 | | 0.4 | | 0.4 | | 0.4 | Chargeable |

III.A.2.a. EXISTING COURSES

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 5 | | 5 | | 5 | | 5 | | 5 | ATIR |
| | 5 | | 5 | | 5 | | 5 | | 5 | Output |
| | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** USMC - AR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 2 | | 2 | | 2 | | 2 | | 2 | ATIR |
| | 2 | | 2 | | 2 | | 2 | | 2 | Output |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

CIN, COURSE TITLE: R-602-0902, C-9 Ground School Airframe and Systems Course Block One

TRAINING ACTIVITY: 375th Logistics Support Squadron

LOCATION, UIC: Scott AFB, Illinois, No UIC

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 21 | | 18 | | 18 | | 18 | | 18 | ATIR |
| | 19 | | 16 | | 16 | | 16 | | 16 | Output |
| | 0.3 | | 0.3 | | 0.3 | | 0.3 | | 0.3 | AOB |
| | 0.3 | | 0.3 | | 0.3 | | 0.3 | | 0.3 | Chargeable |

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 6 | | 6 | | 6 | | 6 | | 6 | ATIR |
| | 6 | | 6 | | 6 | | 6 | | 6 | Output |
| | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** USMC - AR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 1 | | 1 | | 1 | | 1 | | 1 | ATIR |
| | 1 | | 1 | | 1 | | 1 | | 1 | Output |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

III.A.2.a. EXISTING COURSES

CIN, COURSE TITLE: R-602-0908, C-9B Environmental
TRAINING ACTIVITY: 375th Logistics Support Squadron
LOCATION, UIC: Scott AFB, Illinois, No UIC

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 63 | | 54 | | 54 | | 54 | | 54 | ATIR |
| | 57 | | 49 | | 49 | | 49 | | 49 | Output |
| | 0.5 | | 0.4 | | 0.4 | | 0.4 | | 0.4 | AOB |
| | 0.5 | | 0.4 | | 0.4 | | 0.4 | | 0.4 | Chargeable |

SOURCE: NAVY **STUDENT CATEGORY:** SELRES

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 11 | | 11 | | 11 | | 11 | | 11 | ATIR |
| | 11 | | 11 | | 11 | | 11 | | 11 | Output |
| | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

SOURCE: USMC **STUDENT CATEGORY:** USMC - AR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 1 | | 1 | | 1 | | 1 | | 1 | ATIR |
| | 1 | | 1 | | 1 | | 1 | | 1 | Output |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

CIN, COURSE TITLE: R-603-0904, C-9 Ground School Airframe and Systems Course Block Three
TRAINING ACTIVITY: 375th Logistics Support Squadron
LOCATION, UIC: Scott AFB, Illinois, No UIC

SOURCE: NAVY **STUDENT CATEGORY:** ACDU - TAR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 42 | | 36 | | 36 | | 36 | | 36 | ATIR |
| | 38 | | 32 | | 32 | | 32 | | 32 | Output |
| | 0.9 | | 0.7 | | 0.7 | | 0.7 | | 0.7 | AOB |
| | 0.9 | | 0.7 | | 0.7 | | 0.7 | | 0.7 | Chargeable |

III.A.2.a. EXISTING COURSES

SOURCE: NAVY STUDENT CATEGORY: SELRES

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 8 | | 8 | | 8 | | 8 | | 8 | ATIR |
| | 8 | | 8 | | 8 | | 8 | | 8 | Output |
| | 0.2 | | 0.2 | | 0.2 | | 0.2 | | 0.2 | AOB |
| | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | Chargeable |

SOURCE: USMC STUDENT CATEGORY: USMC - AR

| CFY01 | | FY02 | | FY03 | | FY04 | | FY05 | | |
|-------|-----|------|-----|------|-----|------|-----|------|-----|------------|
| OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | OFF | ENL | |
| | 5 | | 5 | | 5 | | 5 | | 5 | ATIR |
| | 5 | | 5 | | 5 | | 5 | | 5 | Output |
| | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | AOB |
| | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.1 | Chargeable |

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

The following elements are not affected by the C-9B/DC-9 and, therefore, are not included in Part IV of this NTSP:

IV.A. Training Hardware

IV.A.1. TTE / GPTE / SPTE / ST / GPETE / SPETE

IV.A.2. Training Devices

IV.B. Courseware Requirements

IV.B.1. Training Services

IV.B.2. Curricula Materials and Training Aids

IV.B.3. Technical Manuals

IV.C. Facility Requirements

IV.C.1. Facility Requirements Summary (Space/Support) by Activity

IV.C.2. Facility Requirements Detailed by Activity and Course

IV.C.3. Facility Project Summary by Program

Note 1: Training hardware and courseware materials are provided by the contractor responsible for each course. All training is accomplished at the contractor's facility. For information regarding Training Devices, contact the contractor's facility responsible for providing the training.

Note 2: Flight simulators are certified annually by the Flight Standards District Office (FSDO). This certification is done with the criteria set forth in Advisory Circular (AC) 120-45A, Airplane Flight Training Device Qualification.

PART V - MPT MILESTONES

| COG CODE | MPT MILESTONES | DATE | STATUS |
|----------|--|--------|-----------|
| DA | Performed Analysis of C-9B/DC-MPT Requirements | Jan 94 | Completed |
| TSA | Developed First Iteration of the C-9B/DC-9 NTP | Jun 94 | Completed |
| TSA | Submitted Updated Draft NTSP for Review | Mar 01 | Completed |
| TSA | Submitted Proposed NTSP for Approval | Aug 01 | Completed |

PART VI - DECISION ITEMS / ACTION REQUIRED

| DECISION ITEM OR ACTION REQUIRED | COMMAND ACTION | DUE DATE | STATUS |
|---|-----------------------|-----------------|--|
| C9.00MTRR.0902.01 PRs are not source rating for NEC 8310 in the NEC Manual. | CNARF | Oct 00 | Completed January 2001. |
| C9.00MTRR.0902.02 Not all aviation ratings require, NEC 8310, nor A/C ground familiarization, however these individuals do perform A/C maintenance and Plane Captain functions. | CNARF | Oct 00 | DISAPPROVED. NEC 8310 is assigned to all. |
| C9.00MTRR.0902.03 Technical representatives from Triumph (APU) and Pratt & Whitney (JT-8D) are contracted to give training free, this asset is generally not utilized to its full potential. | CNARF | Oct 00 | No action required. Utilize training conferences to address. |
| C9.00MTRR.0902.04 Students report problems while attending Scott AFB schools. If we continue to use Scott we should at least evaluate the school for content and applicability. | CFLSW | Oct 00 | DISAPPROVED. CFLSW will monitor. |
| C9.00MTRR0902.05 The communication between squadrons has no efficient way to share common problems, Training Software, Lesson Outlines, points of contact, school schedules, etc. | CNARF | Oct 00 | No action required. Forward concerns to CFLSW. |
| C9.00MTRR0902.06 Utilizing Scott C-9 Indoctrination has disadvantages. 1. School cost and 30 day per-diem 2. Has very limited class seat openings 3. 20 days of classroom training that could be taught by Navy/Marine instructors | CNARF | Oct 00 | DISAPPROVED. Utilize/critique courses. |
| C9.00MTRR0902.07 Scott AFB pipeline schools are still using overhead transparencies as visual aids. | CNARF | Oct 00 | CNARF will coordinate Media upgrades with Scott AFB. |
| C9.00MTRR.0902.08 Who will fund the schools required, to obtain, NEC 8310? | CNARF | Oct 00 | Refer to action item C9.99MTRR.ATAE.02. |
| C9.00MTRR.0902.09 Due to operation tempos and personnel shortages in squadrons, sending (gained) personnel to schools TAD hurts the shop's work effort/squadron mission effectiveness. Most non-C-9B NEC/MOS establishing schools are done before the individual arrives at a command. | CNARF | Oct 00 | Refer to action item C9.99MTRR.ATAE.02. |
| C9.00MTRR0902.10 Ensure that PRs and AMEs are going through the same source school as the Ads, AMSs, and AMHs. | CNARF | Feb 01 | Completed. Refer to CNARF letter N7211/109, 12 Feb 01. |

PART VI - DECISION ITEMS / ACTION REQUIRED

| DECISION ITEM OR ACTION REQUIRED | COMMAND ACTION | DUE DATE | STATUS |
|--|-----------------------|-----------------|--|
| C9.00MTRR.0907.001 C-9B/DC-9 NTSP requires updating. | NAVAIR | Oct 00 | Currently being updated. |
| C9.00MTRR.0907.01 Currently there is no training established in any service to teach newly installed systems that will be installed on all Navy and Marine D/C-9B aircraft. | CNARF | Oct 00 | Coordinate course modifications with Scott AFB. |
| C9.00MTRR.0907.02 Training for the C-9 is almost all classroom. Scott needs to utilize a static aircraft. | CNARF | Oct 00 | DISAPPROVED. Not cost effective. |
| C9.99MTRR.ADAM.03 8310 personnel out of community for an extended duration haven't any established refresher training. | CNARF | Oct 00 | DISAPPROVED. Conduct in-house refresher. |
| C9.00MTRR.ATAE.01 No CIN established for C-9 courses that are available. | CNARF | Apr 01 | Completed. Refer to CNARF message R051200ZAPR01. |
| C9.99MTRR.ATAE.02 The ability to organically "grow" C-9 NEC through completion of JQRs. | CNARF | Feb 01 | Completed. Refer to CNARF letter N7211/109, 12 Feb 01. |
| C9.99MTRR.ATAE.03 There is no MOS assigned to the C-9 aircraft. | CMC | Apr 01 | MOS 6243 established in MCO P1200.7W. T/O changes are in-work. |
| C9.00ATTR.C4LM.001 Verbiage for NEC 8278 is incorrect. | CNARF | Aug 00 | Request to NAVMEP to correct. |
| C9.00ATTR.C4LM.002 NEC 8278 course R-553-300-03 applies to C-130 only. | CNARF | Aug 00 | Request to OPNAV N789 to delete. |
| C9.99ATTR.C4LM.002 No pipeline for Loadmaster. | CNARF | Aug 00 | CFLSW submit POA&M to OPNAV N789 to update NEC. |
| C9.99ATTR.C4LM.05 No CINs exist for Loadmaster. | CNARF | Aug 00 | CNARF to change NEC Manual. |
| C9.99ATTR.C4LM.06 Loadmaster training requirement is not sufficient. | CNARF | Aug 00 | CFLSW submit TPP/TCCD to OPNAV N789. |
| C9.99ATTR.C4LM.07 Loadmaster source rating change. | CNARF | Aug 00 | CNARF submit change to OPNAV N789. |
| C9.99ATTR.C4LM.08 NEC 8278 notes 1 through 3 no longer in effect or needed. | CNARF | Aug 00 | Email to NAVMAC to remove notes. |
| C9.99ATTR.C4LM.09 Add 8289 as a component NEC for 8278. | CNARF | Aug 00 | Email to NAVMAC to add. |

PART VI - DECISION ITEMS / ACTION REQUIRED

| DECISION ITEM OR ACTION REQUIRED | COMMAND ACTION | DUE DATE | STATUS |
|---|-----------------------|-----------------|---|
| C9.99ATTR.C4LM.10 Add 8278 as a component NEC to 8250. | CNARF | Aug 00 | Email to NAVMAC to add. |
| C9.00ATTR.C9CC.001 No CIN/CDP exists for FSI Initial Crew Chief. | CNARF | Aug 00 | CFLSW/CNARF/OPNAV N789 work together to assign. |
| C9.00ATTR.C9CC.002 Formal maintenance training currently not required for Crew Chief. | CFLSW | Aug 00 | CFLSW investigate changing Scott course. |
| C9.99ATTR.C9CC.01 TAR E-9 flight crews have no flying billets. | CNARF | Aug 00 | Email to NAVMAC to add note to NEC 8250. |
| C9.99ATTR.C9CC.04 No pipeline exists for C-9 Crew Chief. | CNARF | Aug 00 | NEC 8289 training pipeline needs to be developed. |
| C9.00ATTR.C9FA.001 Flight Attendant title is not descriptive of duties. | CFLSW | Aug 00 | Email to NAVMAC to change title of 8289. |
| C9.00ATTR.C9FA.002 C-130 crews no longer have Flight Attendants. C-9 Flight Attendants assist with cargo loading. | CNARF | Aug 00 | CNARF submit change to NAVMAC for 8289. |
| C9.00ATTR.C9FA.003 NEC 8289 lists C-9 and C-130 Reserve Billet Training Requirements (RBTR). C-130 Flight Attendants are obsolete. | CNARF | Aug 00 | Email from OPNAV N789 to CNARF to remove. |
| C9.99ATTR.C9FA.02 Current source ratings for 8289 need to be updated. | CNARF | Aug 00 | OPNAV N711 will submit NITRAS and CANTRAC change. |
| C9.99ATTR.C9FA.03 No pipeline exists for C-9 Flight Attendant. | CNARF | Aug 00 | Remove HazMat course from pipeline. |

PART VII - POINTS OF CONTACT

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PART VII - POINTS OF CONTACT

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SUMMARY OF COMMENTS

ON THE

C-9B/DC-9 LOGISTICS AIRCRAFT

DRAFT NAVY TRAINING SYSTEM PLAN

OF MARCH 2001

N78-NTSP-A-50-0107/D

Prepared by: PRC Jeffrey W. Dronenburg, AIR-3.4.1
Contact at: (301) 757-3041
Date submitted: 16 June 2001

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

TABLE OF CONTENTS

| | |
|--|----|
| Chief of Naval Operations (N12)..... | 1 |
| Chief of Naval Operations (N795K) | 2 |
| Chief of Naval Operations (N789H) | 3 |
| Commander, Fleet Logistics Support Wing (520)..... | 10 |
| Commander, Naval Air Reserve Force (N721) | 13 |
| Commander, Naval Air Force, U.S. Pacific Fleet (N422F0)..... | 14 |

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Chief of Naval Operations (N12)

COMMENT: Parts I - VII

In accordance with OPNAVINST 1500.76 and as requested by COMNAVAIRSYSCOM Patuxent River MD 201933Z Mar 01, NAVMAC has reviewed subject NTSP for manpower impact and no comments or recommendations are submitted at this time. The NTSP methodology for manpower determination is found in OPNAV P-751-3-9-97 Training Planning Process Methodology (TRPPM). The subject NTSP used sound manpower determination methodology and industrial engineering techniques.

INCORPORATED: NA

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Chief of Naval Operations (N795K)

COMMENT: Part I, page I-3, paragraph G.1, and page I-4, paragraph H.1

Two paragraphs do not agree in terminology.

Page I-3, G.1. This states, "The Flight Crew consists of a Pilot, Co-Pilot, Crew Chief, and one or two Cabin Crewmembers depending upon the mission."

Page I-4, H.1. This states, "The C-9B/DC-9 Flight Crew consists of two Pilots, one Crew Chief, one Loadmaster and one or two Flight Attendants, depending on the passenger-cargo configuration."

Should page I-4 read "one Loadmaster and/or one or two Flight Attendants"?

INCORPORATED: YES

REMARKS: Modified both sentences to read, "The Flight Crew consists of a Pilot, Co-Pilot, Crew Chief, one Loadmaster and one or two Flight Attendants depending upon the mission and on the passenger-cargo configuration."

COMMENT: Part I

The NTSP indicates that new training technologies are being considered. However, since the first C-40A aircraft are due to be delivered this Fiscal Year (FY01), with replacement of the C-9B/DC-9 to be completed by FY07, it may not be cost effective to develop Interactive Multimedia Instruction (IMI) courseware for this airframe. Existing IMI training may be available from the contractor for use as refresher training at the local squadron level. Existing training may suffice until all C-9B/DC-9 Aircraft are retired.

INCORPORATED: YES

REMARKS: Incorporated into the applicable IMI paragraph I.1.b. of Part I.

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Chief of Naval Operations (N789H)

COMMENT: Page i

Modify C-40A NTSP Number to reflect N78-NTSP-A-50-9901/P vice N88-NTSP-A-50-9901/P. Affect global change to C-9/C-20/C-40 NTSPs where applicable.

INCORPORATED: YES

REMARKS: Incorporated globally.

COMMENT: Page iii. List of Acronyms.

Delete: "AMS" and "AMH" Ratings. Replace with the new "AM" Rating [see NAVADMIN 153/00 (211908ZJUN00)]. Affect global change throughout NTSP.

INCORPORATED: YES

REMARKS: Replaced AMS and AMH with "AM" globally.

COMMENT: Page iii. List of Acronyms.

Add: ASM = (AMTCS) Software Modules.

INCORPORATED: NO

REMARKS: ASM is not used in the document, and is therefore not included in the List of Acronyms.

COMMENT: Page iii. List of Acronyms.

Add: ECQR = Electronic Certification Qualification Record

INCORPORATED: NO

REMARKS: There is only one reference ECQR, and is therefore not included in the List of Acronyms.

COMMENT: Page I-1.

Add: Training Policy Manager.....CNO (N789H3) after OPO Resource Sponsor CNO (N780G).

INCORPORATED: YES

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page I-1.

Add: Head, Aviation Manpower and Training.....CNO (N789) after Director of Naval Training CNO (N795).

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-3, paragraph 3.

Add: "C-9B Avionics Upgrade I Flight Deck"-- adjacent to the title of paragraph 3. [3. New Development Introduction].

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-4 and I-5 (Table).

Delete: AMH/AMS and replace with "AM". (Refer to NAVADMIN 153/00 211908Z JUN00). Effective date of AMH/AMS merger was 1 March 2001.

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-7, paragraph 4. Training Concept.

Add: C-9B/DC-9 (NEC 8310) is now course mandatory. Changes to NAVPERS 18068F have been submitted. (Refer to CNARF MSG 051200Z APR 01).

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-7, paragraph 4. Training Concept.

Per the OPNAVISNT 1500.76, please incorporate a statement in the C-9B and C-20D/G NTSPs requiring a Training Effectiveness Evaluation (TEE) to be conducted six months after the first use of the new courses or after the second session of courses, whichever occurs later.

INCORPORATED: YES

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page I-7, paragraph b. Follow-on Training

Delete: Note 1. (Course Identification Numbers (CIN) for commercial ...it will be included in updates to this NTSP.” (Re-write Note 1 if necessary).
ATC Jenkins (CNARF N721) will submit a complete updated listing of all C-9B /DC-9 training pipelines and stand-alone courses.

INCORPORATED: NO

REMARKS: Contacted N789H3 for clarification regarding this comment. The comment pertains to maintenance courses only and the referenced note applies to aircrew courses as well. Modified the note to include, “ATRR Action Items address the need for CINs to be developed.” with originator concurrence. Maintenance courses have been updated to reflect CINs submitted by CNARF N721.

COMMENT: Page I-8, paragraph b. Follow-on Training

Delete: Note 2 which says there are no C-9B/DC-9 specific MOSs are assigned to Marine Corps personnel. Per action item C9.99MTRR.ATAE.03 from the C-9/C-20/C-40 MTRR, MGYSgt Northcott submitted a 60XX MOS request for both C-9B and C-20D/G aircraft. Please contact MGYSgt Northcott to verify the new MOSs. His number is DSN 224-1133-2237 and his e-mail: northcottja@hqmc.usmc.mil.

INCORPORATED: NO

REMARKS: Contacted MGYSgt Northcott and obtained new MOS 6243 for the C-9B aircraft. However, this MOS is not listed in the current Table of Organization for VMR-1. Upon contacting the Total Force Structure office, I received the following reply: “The MOSs were put in the 01 table as directed. But TFSD was not given any direction as to which lines should have these secondary MOSs. Therefore, no lines in any T/O have any of these three MOSs, and that is why you can not get any data from an MOS pull.”

Incorporated the following comment in the referenced note on Page I-8, II-1: “Marine Corps MOSs listed are KC-130 Aircrew positions. A new C-9B/DC-9 specific secondary MOS 6243 has been developed for Marine Corps personnel, however this MOS is not currently listed in the Table of Organization for VMR-1. When this change has been effected, it will be included in updates to this NTSP.”

Modified action item C9.99MTRR.ATAE.03 status on page VI-2 as follows: “MOS 6243 established in MCO P1200.7W. T/O changes are in work.” Modified date status to “APR 01”.

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page I-13 and I-14.

Why is course R-C9-X004 not included in the NTSP?

Add: R-C9-X004, C-9B/DC-9 Avionics Traffic Alert and Avoidance Systems (TCAS) II Training, AE 8310 and AT 8310 as skill identifiers, AE and AT as prerequisites.

INCORPORATED: NO

REMARKS: This course was incorporated into C-9B Avionics Course (R-102-0906) per COMNAVAIRRESFOR (N721).

COMMENT: Page I-15, R-601-0903, C-9 Ground School Airframe and Systems Course Block Two.

Add: AME 8310 as a skill identifier, AME as a prerequisite.

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-16, R-602-0902, C-9 Ground School Airframe and Systems Course Block One.

Add: AME 8310 as a skill identifier, AME as a prerequisite.

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-17, R-602-0908, C-9B Environmental

Add: AM 8310 as a skill identifier, AM as a prerequisite. (AM replaces AMS/AMH see NAVADMIN 153/00 211908Z JUN00).

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-18, R-603-0904, Ground School Airframe and Systems Course Block Three.

Delete: AMH/AMS and replace with "AM". See NAVADMIN 153/00.

INCORPORATED: YES

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page I-20, Note

Delete: "Note" concerning AMH and AMS Rating Merger. New "AM" rating replaces AMH/AMS effective 01Mar01 refer to NAVADMIN 153/00. Affect global change throughout NTSP.

INCORPORATED: YES

REMARKS: None

COMMENT: Pages I-20 and I-21, Onboard (In-Service) Training

Modify the following paragraphs as follows:

I. ONBOARD (IN-SERVICE) TRAINING

1. Proficiency or Other Training Organic to the New Development

a. Maintenance Training Improvement Program. Current planning [is to adopt the](#) Aviation Maintenance Training Continuum System (AMTCS) [concepts](#) to replace Maintenance Training Improvement Program (MTIP) and is scheduled to begin full implementation for fleet deployment in Fiscal Year (FY) 01.

b. Aviation Maintenance Training Continuum System. AMTCS will provide career path training to the Sailor or Marine from their initial service entry to the end of their military career. AMTCS [concepts will provide](#) an integrated system that will satisfy the training and administrative requirements of both the individual and the organization. The benefits will be manifested in the increased effectiveness of the technicians and the increased efficiencies of the management of the training business process. Where appropriate, capitalizing on technological advances and integrating systems and processes can provide the right amount of training at the right time, thus meeting the CNO's mandated "just-in-time" training approach.

Technology investments enable the development of several state-of-the-art training and administrative tools: Interactive Multimedia Instruction (IMI) for the technicians in the Fleet in the form of Interactive Courseware (ICW) with Computer Managed Instruction (CMI) and Computer Aided Instruction (CAI) for the schoolhouse.

Included in the AMTCS development effort is the Aviation Maintenance Training Continuum System - Software Module, which provides testing [Test and Evaluation], recording [\[Electronic Certification Qualification Records\]](#) and a Feedback system. The core functionality of these AMTCS tools are based and designed around the actual maintenance-related tasks the technicians perform, and the tasks are stored and maintained in a Master Task List data bank. These tools are procured and fielded with appropriate Commercial-Off-The-Shelf (COTS)

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

hardware and software, i.e., Fleet Training Devices - Laptops, PCs, Electronic Classrooms, Learning Resource Centers (LRC), operating software, and network software and hardware.

Upon receipt of direction from OPNAV (N789H), AMTCS **concepts are** to be implemented and the new tools integrated into the daily training environment of all participating aviation activities and supporting elements. AMTCS will serve as the standard training system for aviation maintenance training within the Navy and Marine Corps, and is planned to supersede the existing MTIP and Maintenance Training Management and Evaluation Program (MATMEP) programs.

Recommend the above paragraphs serve as the standard policy statement concerning ONBOARD (IN-SERVICE) TRAINING. Please affect global change for all NTSPs (drafts, revisions, proposed, etc).

INCORPORATED: YES

REMARKS: The AIR 3.4.1 NTSP template has been modified to reflect this specific verbiage in all forthcoming NTSPs.

COMMENT: Page I-23, (Table) Related NTSPs and Other Applicable Documents.

Modify as follows: Adjust NTSP Number to reflect **N78** vice **N88**. Affect global change throughout respective NTSPs.

Modify as follows: Change status column to reflect February 2001 vice July 2000.

INCORPORATED: YES

REMARKS: Adjusted the NTSP Number for the C-40A NTSP, and changed date to reflect current status of the NTSP.

COMMENT: Page II-30, Chargeable Student Billet Requirements.

Modify as follows: Adjust numbers as necessary based on input from ATC Jenkins (CNARF N721).

INCORPORATED: NO

REMARKS: CNARF N721 did not provide any comments or inputs to this section of the NTSP. Follow-on correspondence with CNARF N721 did not indicate any changes being necessary to the Chargeable Student Billet Requirements.

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page VII-1

Add:

CDR David Mahoney
Head, Reserve Air Logistics Programs
CNO, N0955F
mahoney.david@hq.navy.mil

COMM: (703) 601-1872
DSN: 329-1872
FAX: (703) 601-0561

(Affect global change to C-9/C-2-/C-40 NTSPs)

INCORPORATED: YES

REMARKS: None

COMMENT: Page VII-1, LCDR Matthew Browning

Change as follows: Replace N789H4 with N789H3.
(Affect global change to C-9/C-20/C-40 NTSPs)

INCORPORATED: YES

REMARKS: None

COMMENT: Page VII-1

Delete: CDR David Montgomery and accompanying information:

Change as follows:

CAPT Peter Spaulding
Coordinator for NAVAIRES Programs
CNO, N78R
spaulding.peter@hq.navy.mil

COMM: (703) 604-7727
DSN: 664-7727
FAX: (703) 604-6969

(Affect global change to C-9/C-20/C-40 NTSPs)

INCORPORATED: YES

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Commander, Fleet Logistics Support Wing (520)

COMMENT: Page VII-8.

Delete: FLELOGSUPPRON (VR-59) from list of applicable addresses.

INCORPORATED: NO

REMARKS: Contacted originator for clarification. Comment was made in reference to the C-9B Operational Logistics Support Plan Supplemental Information. Comment disregarded.

COMMENT: Page v

Add: To the first bullet statement, add phase II.

To read as follows: Incorporation of Avionics Upgrade (Phase I & II)

INCORPORATED: NO

REMARKS: Preface is updated with each iteration of the document. This comment is no longer applicable.

COMMENT: Page I-4, paragraph H.1. Table

Change as follows: Under Skill Identifier column, delete AMH and AMS ratings and add AM rating.

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-15.

Change as follows: Under Skill Identifier and Prerequisite, delete AMS and AMH ratings and add AM rating.

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-16.

Change as follows: Under Skill Identifier and Prerequisite, delete AMS and AMH ratings and add AM rating.

INCORPORATED: YES

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page I-18

Change as follows: Under Skill Identifier and Prerequisite, delete AMS and AMH ratings and add AM rating.

INCORPORATED: YES

REMARKS: None

COMMENT: Page I-19

Change as follows: Delete the entire row for either AMH or AMS rating and change the other row to read as AM rating under Skill Identifier column.

INCORPORATED: YES

REMARKS: None

COMMENT: Page II-2

Delete: The entire row for VR-59 under Activity, UIC.

INCORPORATED: NO

REMARKS: VR-59 is appropriately listed under Previous Fiscal Years (PFYs), and is removed in the Current Fiscal Year (CFY)01 in the element II.A.2.a. Activity Deactivation Schedule and the element II.A.2.c Total Billets to be Deleted in Operational and Fleet Support Activities. Listing VR-59 in this way is critical to the accurate calculation of Chargeable Student Billet Requirements in element II.A.4. It is understood that VR-59 is not “deactivating” but “transitioning” to the C-40A Clipper, and is listed accordingly in the C-40A NTSP.

COMMENT: Page II-15 through II-17

Delete: The entire contents for VR-59 listed for VR-59 on these three pages.

INCORPORATED: NO

REMARKS: See remarks from previous comment.

COMMENT: Page VII-4

Delete: LCDR Dunsmore and LCDR Timothy Roylance as Points of Contact.

INCORPORATED: YES

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

COMMENT: Page VII-5

Delete: AZC Mike Zeffer as Point of Contact.

INCORPORATED: YES

REMARKS: None

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Commander, Naval Air Reserve Force (N721)

COMMENT: Page VII-3, Points of Contact

Delete: ATC Jenkins

Add:

ATCS Philip Hester
Training
COMNAVAIRESFOR, N721
hesterpo@cnrf.nola.navy.mil

COMM: (504) 678-6457
DSN: 678-6457
FAX: (504) 678-6847

INCORPORATED: YES

REMARKS: None

COMMENT: NTSP Document in its entirety

“I have reviewed the 2001 Draft NTSP, you are correct as to that almost all his recommendations have been implemented. I believe the reason ATC Jenkins reviewed the earlier draft is that is what LCDR Browning and he had to work with at the time. At any rate it appears all his recommendations have been implemented as you noted in your communication.”

INCORPORATED: NA

REMARKS: All change recommendations from CNARF N721 were based upon an early working Draft of the NTSP dated January 2001, and were previously incorporated into the Draft NTSP dated March 2001. CNARF N721 was given a second opportunity to review the current Draft NTSP dated March 2001, and made only the one previous comment.

**COMMENTS / RECOMMENDATIONS ON THE
C-9B/DC-9 LOGISTICS AIRCRAFT
DRAFT NAVY TRAINING SYSTEM PLAN**

ACTIVITY NAME: Commander, Naval Air Force, U.S. Pacific Fleet (N422F0)

COMMENT: As requested in reference (a), subject NTSP has been reviewed and found to be acceptable, with no specific comments to submit.

INCORPORATED: NO

REMARKS: None